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No. 21,814 號肆拾捌仟壹萬貳第 日陸廿月肆辰戊 HONG KONG, WEDNESDAY, JUNE 13th, 1928. 叁拜禮 日叁拾月陸年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30
Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	10.15	1.15	2.35	8.00	4.30	5.45	7.30																		
Yamshui ...Dep.	8.49			9.30	10.08	10.24	1.24			4.38	5.50	7.38																		
Shatin ...Dep.	7.01			9.32	10.30	10.38	1.34			4.50	6.04	7.50																		
Taipei Market ...Dep.	7.15			9.48	10.53	10.49	1.47			5.04	6.15	8.03																		
Taipei ...Dep.	7.20			9.53	10.57	10.53	1.51			5.08	6.19	8.07																		
Fanning ...Dep.	7.30			10.06	10.47	1.08	2.01			5.18	6.30	8.17																		
Shamshui ...Dep.	7.35			9.07	10.10	10.59	1.08	2.06	3.14	5.23	6.36	8.21																		
Shamshui ...Arr.	7.41	8.45	9.13	10.15	10.58	1.14	2.19	3.20	3.40	5.29	6.41	8.27																		
Canton ...Arr.		12.40		5.38						7.26																				

DOWN TRAINS

STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30
Canton ...Dep.				8.06																										
Shamshui ...Dep.	7.18	8.06	10.35	11.49	11.56	2.58	4.39	5.49	8.45	7.04																				
Shamshui ...Dep.	7.25	8.12	10.42		12.03	3.05	4.48	5.58	8.52																					
Fanning ...Dep.	7.30	8.18	10.47		12.07	3.10	4.50	6.00																						
Taipei Market ...Dep.	7.40	8.28	10.57		12.15	3.21	5.00	6.10																						
Taipei ...Dep.	7.44	8.31	11.01		12.19	3.25	5.04	6.15																						
Shatin ...Dep.	7.57	8.44	11.14		12.28	3.39	5.17	6.28																						
Yamshui ...Dep.	8.11	8.58	11.28		12.48	3.51	5.39	6.40																						
Kowloon ...Arr.	8.17	9.02	11.32	12.29	12.54	3.57	5.35	6.45	7.28	7.44																				

Q=SUNDAYS AND PUBLIC HOLIDAYS ONLY.

W=TRAINS ONLY.

W=WILL STOP AT ANY STATION ON REQUEST.

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HIS RIGHT TO DISPOSE
OF IT BY WILL.

LEGAL ANOMALIES.

AMERICAN NEWSPAPER
OWNER'S VISIT TO
HONG KONG.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 19th.

There are many curious anomalies in the law, and Lord Astor has been calling attention to one of them in the House of Lords this week. It arises out of the complete freedom a man has to dispose of all his property by will. Recently the death took place of a man who had been allowing his wife and three children £80 a month, and he bequeathed all his property to a lady friend. The wife and family found themselves penniless. In Scotland he could not have done this. Under Scots law a widow is entitled to one-third of the estate of her late husband.

If a man dies intestate in England his widow has a right to share in the estate, and she gets the whole of it if it is under £2,000. But generally the governing principle of the English law is that every man can do what he likes with his own.

A woman who divorces her husband is entitled to support for herself and her children. On application to the courts she can get an order for the payment of alimony by making it a charge on whatever property the man may leave. But in some cases, if not all, there is nothing that can be done to secure provision for herself or even the children after the man's death. It is this hardship that Lord Astor is anxious to remove. He desires the appointment of a Committee to draw up a modification of the English law so as to bring it into line with the practice adopted in Scotland as well as in some foreign countries.

Mischiefous Publicity.

In a certain section of the London Press news articles have been appearing that give the impression that the Metropolis is full of visitors from abroad. It is true that a great many are here, as is always the way at the beginning of the summer; but it is ludicrous to spread abroad the idea that all the hotels are so full that accommodation is difficult to secure. People coming home on leave may possibly feel a degree of anxiety that is not warranted as to where they will be able to stay.

It is all due to mistaken notions of publicity. The aim is to represent London as a desirable objective for a holiday. But I should have thought that fact was perfectly well known. It has long been the most popular city in Europe with men and women who are travelling for pleasure, and its popularity is on the increase. What the enthusiastic publicity folk forget is that stories of hotels being booked up for weeks and months ahead, coupled with estimates of more visitors than ever, are just the kind of thing to deter would-be tourists and drive them to the Continental resorts.

As a matter of fact there is in London and the country ample accommodation for treble the number of visitors we may reasonably expect this season to enjoy a holiday and see the beauties of Britain.

Globe-Trotting By Air.

Long distance air journeys seem to have a strange fascination for some people. A few days ago Mr. Van Lear Black, the millionaire proprietor of the Baltimore Sun arrived in London, and he has now set out on an aeroplane trip of 40,000 miles in the course of which it is stated he will fly over 19 countries. He is flying first to Cape Town, and will then return up the east of Africa, cross to India, and so proceed to China and Japan. He intends to call at Hong Kong and Shanghai.

(Continued on next Column).

Eills

NEW FAIRY BOOK.

FREE!

See page 2 for particulars.

CALAIS-TO-DOVER SEAPLANES.

15 MINUTES' PASSENGER
SERVICE.

PARIS, May 18th.

A cross-Channel air service will soon exist between Calais and Dover.

The Compagnie Aerienne Francaise has been authorised to run a seaplane service, one terminus of which will be in the Calais dock, 100 yards from the Maritime station, and the other within the furthest breakwater at Dover.

The service will run in connection with the boat trains, and the crossing will take only a quarter of an hour, during which, as an official of the company points out, there is little time to be either seasick or air-sick.

The fleet will at first consist of from four to five small machines, carrying two or three passengers, but it is hoped that later it may be possible to increase the number of seaplanes and run special trains in connection with the air crossing. The service is expected to start on July 15th.

It is an adventurous trip, but when Mr. Black started from Crodon he seemed quite unconcerned. About 50 people were present to see him off, including Major Richards, representing the Air Ministry. He is making the journey in a triple-screw monoplane of the Royal Dutch Air Line, and two pilots, an engineer, and Mr. Black's valet make up the party. "I somehow have had to work very hard all my life," he said to an interviewer, "and now that I have some leisure I intend seeing as much of the world as I can in as little time as possible."

Lord Balfour's Reminiscences.

Much interest is aroused by the announcement that Lord Balfour is writing his memoirs, and they are to appear in serial form in the Daily Telegraph. It is acknowledged that there are few Englishmen alive who have a more intimate knowledge of public life during the last half century. His range of political and official experiences is unrivalled. It is over half a century since he went with his uncle, the late Lord Salisbury to the Berlin Conference after the close of the Franco-Prussian War, and he is still in touch with affairs as a member of the Cabinet.

As a writer Lord Balfour is known far and wide for the purity and grace of his literary style. The late Mr. Thomas Hardy used to say he could write better than any of his contemporaries. When dealing with long State papers he dictated to a secretary, and he is now dictating his reminiscences. Those who know him best are agreed that he has a wonderful memory for events and the power to describe individuals and incidents in the most vivid way. But there is no likelihood of any "revelations," or what his uncle would describe as "blazing indiscretions," in the forthcoming work; any profits from which he intends to give to his nieces.

The Prayer Book.

I learn that the Archbishop of Canterbury and his advisers have definitely decided to present the Revised Prayer Book in its amended form to Parliament, and that it will be introduced after Whitsuntide. It will go first before the House of Commons, instead of as last time, in the first instance before the House of Lords. In the meantime the old controversy over the book is being renewed with the utmost vigour, and it is certain that a desperate attempt will be made to induce Parliament to reject the Non-conformists, who were previously inclined to leave the decision to Churchmen, are making up their minds to vote against it.—H.B.

DIARY OF EVENTS.

To-day.

(June 13th.)

Queen's Theatre: "The Blue Danube."
World Theatre: "The Air Mail."
Star Theatre: "The Sunshine Trail."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails: - Outward: Europe via Marseilles (Antenor), 10.30 a.m.

Thursday.

(June 14th.)

R.E. Annual Dinner.
Queen's Theatre: "Quality Street." At 9.30 Leonora Ninon and Leo Martin in Revue Numbers.
World Theatre: "The Loves of Sunya."
Star Theatre: "Cradle Snatchers."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Friday.

(June 15th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.
Queen's Theatre: "Quality Street." At 9.30 Leonora Ninon and Leo Martin in Revue Numbers.
World Theatre: "The Loves of Sunya."
Star Theatre: "Cradle Snatchers."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.

(June 16th.)

Golf: Bogey Pool, Fanning.
Jacques Thibaud Concert Theatre Royal, 9.15 p.m.
Queen's Theatre: "Quality Street." At 9.30 Leonora Ninon and Leo Martin in Revue Numbers.
World Theatre: "The Loves of Sunya."
Star Theatre: "Cradle Snatchers."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails: - Inward: Europe via Negapatnam, letters and papers (Sui Sang). Outward: Europe via Marseilles (Kitano Marie), 9.30 a.m.

Sunday.

(June 17th.)

Golf: Bogey Pool, Fanning.
Queen's Theatre: "The Fourflusher."
World Theatre: "The Canadian." 5.15 and 8.20; "Love and the Fan," 2.30 and 7.15.
Star Theatre: "Exit Smiling."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(June 18th.)

Meeting of Creditors China Sugar Refining Co., Ltd., 11 a.m.
Queen's Theatre: "The Fourflusher."
World Theatre: "The Canadian." 5.15 and 8.20; "Love and the Fan," 2.30 and 7.15.
Star Theatre: "Exit Smiling."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday.

(June 19th.)

Queen's Theatre: "Sunrise."
World Theatre: "Ankles Preferred." 5.15 and 8.20; "Love and the Fan," 2.30 and 7.15.
Star Theatre: "Buck Privates."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails: - Outward: Europe via Marseilles (General Metzinger), 2 p.m.; Europe via San Francisco and Europe via Siberia (President Pierce), 8.30 a.m.

Wednesday.

(June 20th.)

Royal Hunt Cup, Ascot.
Indo-China Steam Navigation Co., 47th ordinary general meeting, noon.

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[A.P.N.12]

MR. BALDWIN'S FAITH.

"WE CAN BEAT THE
WORLD."

COTTON PROBLEMS.

Addressing a large assembly of the business men of Lancashire in Manchester on May 16th, Mr. Baldwin, who was the guest at luncheon of the British Cotton Growing Association, dealt with the position of the cotton industry. Appended are some of the chief points in his speech:

Nearly 30 years ago the cotton trade realized the peril of depending on a single source of supply of raw material. They faced the problem and were now overcoming it.

The British Cotton Growing Association conducted its work on such efficient lines that a Royal Charter was given, and the Empire Cotton Growing Corporation came into being.

The development in cotton growing in the Dominions and Colonies had been very successful. Every cotton-growing area was a potential area for the growth of customers.

I always have an immense faith that when it comes to a question of mixing brains with business this old country can yet beat the world.

Cotton today is a depressed industry. Its problems range under three heads—finance, markets, and labour.

In my trade, the steel trade, we have suffered as gravely as any. The most of what I had was in that industry and for every shilling I had when I took office I have got something under a penny to-day.

There is only one way out. In steel, as in other industries, there will have to be with many firms a radical reconstruction of capital. Capital will have to come down until it represents live assets.

All parties will have to make sacrifices—the Ordinary shareholder, the Preference shareholder, the Debenture shareholder, and it may be the banks. For a bank it is better to have a live customer on the books than a corpse.

Until you get an industry on a sound basis you cannot move forward by one half-inch; you will never get fresh capital, enthusiasm, or anything, and nothing but ruin stares you in the face.

If ever there was a chance to justify claims which you in Lancashire have so often made before the world about leading England, now is the chance for you to do so.

It does look as though business and industry are groping towards a position in which, in the making of like goods, businesses will have to combine, at least for the purpose of pushing and advertising those goods and bringing the orders home. They are trying to do it in the coal trade; they will doubtless try to do it in the steel trade. Let Lancashire lead the country in this matter.

The record of the partnership in the cotton trade between capital and labour is a very great one. You have stood together. All honour to you for it. Think two or three times before you sacrifice a position like that.

Proud as England has always been of Lancashire, she will be infinitely more proud of a Lancashire that takes off its coat and rolls up its shirt sleeves and sets with grim determination to pull through times that would daunt all but the most courageous.

CHINESE GIRL PUZZLE.

UNINVITED VISITORS IN A HOSPITAL SCENE.

Extraordinary conduct was alleged at Tower Bridge Police Court, London, against a Chinese girl nursing student, Chang Mo Shun, aged eighteen, who was remanded on a charge of insulting words and behaviour in Borough High Street.

It was stated that the girl went to Guy's Hospital and refused to leave. Three Chinese friends of the girl were sent for, but she still refused to go away. It became necessary to arrest her later in Borough High Street.

A policeman said that Chang Mo Shun had been a student or paying guest at the hospital for some weeks with the object of learning nursing, but as she was unable to speak sufficient English it was found impossible to teach her, and she had been asked to leave until she could understand what she was told.

Obsession.
Offers had been made to put her into a Chinese mission for a time, but she seemed obsessed with the idea that she must go back to the hospital.

Chang Mo Shun: Matron and doctors at Guy's so very clever. Must go back.

Mr. Tassell (magistrate): Will you stay away from the hospital if I let you go?

Chang Mo Shun: Must go back. Rather go prison than not go back. The magistrate gave directions for a medical report.

CHURCH MISSIONARY SOCIETY.

WORK IN CHINA.

The Church Missionary Society's general review of the year 1927-28, presented at the recent annual meeting, says that there is no tone of pessimism in the letters from China. Several missionaries attempt to estimate the gains and losses to the cause of Christianity in China through the present upheaval, "and in their judgment the Church stands stronger and purer than before."

That there has been loss no one would deny. Direct evangelism has been curtailed in many directions, not a few schools have been closed, church and mission buildings have been looted and some of them destroyed, and some professing Christians have denied their faith in face of the demands of nationalism or the stress of poverty and persecution.

All the C.M.S. missionaries in Western China, Chekiang, Kwangsi and Hunan, and the inland districts of Fukien and a few from the South China Mission were obliged to leave their stations in the spring of 1927, but many remained at the coast that they might be ready at the earliest moment to resume their work. Some have done so, especially in Fukien. Bishop and Mrs. Mowll have returned to Szechuan with two missionaries and have summoned others to join them. Bishop Holden and the Rev. T. P. Tindall have been touring the stricken provinces of Kwangsi and Hunan, and even there they hold out prospects of the early return of the foreign staff. In Hong Kong there has been no interruption, and the larger number of students who have been sent there has given the educational missionaries increased opportunities. Trinity College, Foochow, was able to hold on its way under its Chinese principals, but the burning of the Anglo-Chinese Department building was a heavy blow to the work. In Yunnan medical work has gone on almost as usual.

In spite of the difficulties of the year the society is able to record the consecration of both a cathedral—Christ Church Cathedral, Foochow, built mainly by Chinese gifts as a memorial to Archbishop Wolfe—and of a bishop—Archdeacon Ding, the second Chinese to be made a bishop, who was consecrated Assistant Bishop in Fukien.

The general review includes encouraging reports of the society's work in Africa, the Near East, India, Japan, and at the home base. The society's accounts show a deficit on the year's working of approximately £33,000, against which a special appeal brought in £11,000. On March 31st, 1928, there were 621 stations and 3,418 out-stations, 1,238 foreign missionaries, 682 native clergymen, and 16,118 native lay workers; 908,800 Christian adherents (including catechumens) and 211,885 communications; and 7,334 schools and 377,709 scholars. There were 59,260 baptisms during the year.

The report of the Medical Mission Auxiliary's foreign work gives the following figures:—Number of doctors, 88; nurses, 95; hospital beds, 5,200; in-patients, 49,845; visits of out-patients, 1,173,594.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, C.M.G., CAPTAIN-SUPPER-INTENDENT OF POLICE.]

Chinese Company.

The following members of the Chinese Company have passed their examination in Part II. of Training Course (Knowledge of Police Duties and Regulations):—

Constable R.31 Kei Shun Mark.—Passed with credit.

Constables R.22 Leung Kwong Choi, R.60 Tso Kon Chai, and R.39 C. R. C. Ham.—Passed.

All ranks of the Chinese Company, including newly joined recruits, will parade at Central Police Station on Thursday, June 14th, at 5.30 p.m. sharp for Squad Drill and Rifle Exercises (including inspection of arms) under Sergeant Condon. Dress and equipment: White uniform, cap with cover, belt (no truncheon), rifle and side-arm; those not in possession of uniform will attend in mufti.

Indian Company.

All recruits of the Indian Company will parade at Central Police Station on Thursday, June 14th, at 5.30 p.m. sharp for Squad Drill under Sergeant Condon. Dress: Mufti.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, June 14th. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

Sharpshooters' Company.

The regular fortnightly revolver practice will take place at Kennedy Road Range on Wednesday, June 13th, at 5 p.m. Uniform optional. Members will meet at the range with their revolvers, belts and holsters.

Police Training School.

The weekly classes at the Police Training School, Kowloon, will be held on Wednesday, June 13th, at 6 p.m.

(Sgd.) W. KENT, A.S.P., Adjutant.

Hong Kong, June 12th, 1928.

UNIFORM AND MUFTI.

NEW PRIVILEGE A MIXED
BLESSING.

DOES THE NAVY WANT IT?

The lower deck will probably be somewhat reconciled to the refusal of the Admiralty to entertain the proposal that liberty men should be permitted to wear mufti on learning that the Army is not finding this privilege an unmixed joy. It appears that several flies have been revealed in the ointment. The question of expense is one of these. A decent kit of mufti is rather a serious consideration nowadays to a man on anything between half a crown and six shillings a day. Another trouble seems to be distaste for the variegated styles affected. All sorts and conditions of men enter the Army—all good fellows, but some of them with sartorial tastes from which others shrink in dismay. Again, such is the contrariety of human nature that a good many soldiers have discovered, on finding themselves free to discard their uniform for walking out to it than they had suspected, and that on the whole they look smarter and better set up in military kit than in civilian clothes. The days when the "common soldier" was looked upon with disfavour in public places belong to the very dead past.

Whether there has been any very real feeling on the lower deck on this subject is rather doubtful. The Welfare Committee might investigate the matter to advantage. The Admiralty view is that naval men ought to be proud of their cloth instead of wanting to discard it. There are still living men who can recall when the officers of the Navy and the Army lived in their uniforms, as is still done on the Continent. On the other hand, it is a legitimate argument to say that if a privilege is granted to one service it should be granted to the others, unless there is a very practical reason against it. In the case of liberty men landing from ships in port, it seems scarcely worth while to change into mufti. In the depots and shore establishments the conditions approximate more to life in the Army.

An Irish Plan.

The Admiralty, of course, are strong in their traditional conservatism, but even this has to go down sometimes before the inexorable march of progress. If there really is a general desire on the lower deck for the same privilege as has been conceded to the Army, then it can only be a question of time for it to be granted. Our own impression, however, is that no such general desire exists. If the Admiralty do not want to appear to oppose the presumptuous wish, and at the same time do not want the lower deck to wear "civilian" ashore, they might try an Irish plan: grant the concession and make it understood (but not by any regulation) that all were expected to take full advantage of it. Such a plan would be the surest way of keeping the sailor in his own smart kit.—*Naval and Military Record.*

PRISONER STRUCK IN THE DOCK.

SCENE AFTER SENTENCE ON MASKED BURGLARS.

A dramatic incident occurred at the Old Bailey on May 18th when one of two men who had been sentenced to terms of imprisonment and the "cat" turned on his accomplice, shouted "You yellow swine," and struck him a violent blow in the face.

The man, Jack Leroy, aged twenty-four, a "handy man," was seized by warders, who removed him from the dock to the cells.

"Good-bye, boys, see you some time later," he shouted, as he was hustled below.

Leroy and George Warren, aged twenty-two, a butler, were each sentenced by Mr. Justice Wright to six years' penal servitude and ordered to receive eighteen strokes of the "cat" for burglary and an aggravated assault with intent to rob Mr. Gaskill Edward Jacobs, of Park-square East, Regent's Park.

Mr. H. D. Rome, prosecuting, said that at five in the morning Mr. Jacobs was awakened by smashing blows on the head, and found three masked men in the room. One was wielding a towel roller.

Mr. Jacobs' wife dashed in, went for the most powerful of the burglars and hit him on the jaw. She then turned on the other two, at the same time screaming at the top of her voice.

The men fled, but she pursued and hung on the coat tails of one of them. He jumped down the stairs and she jumped with him, still holding his coat. He wrenched himself free and his hat and snuff fell off. She then saw that it was Warren.

Mrs. Jacobs, who was in her nightdress, chased the men for a hundred yards down the street.



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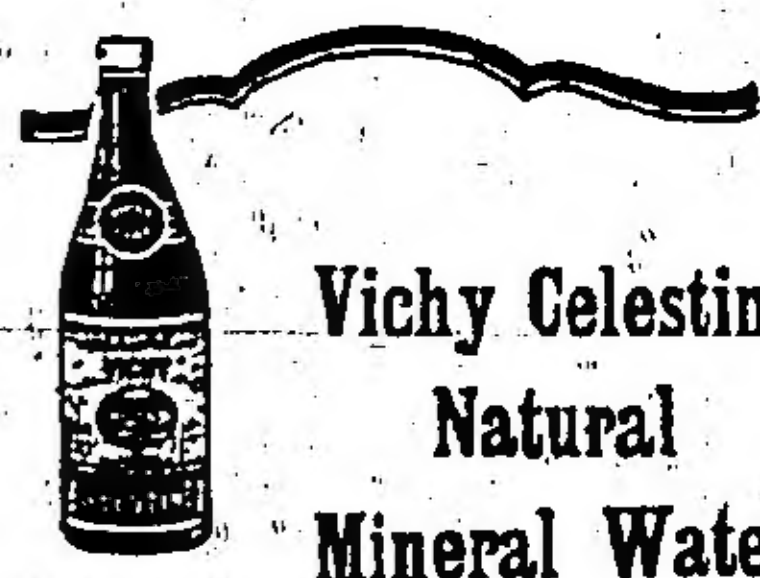
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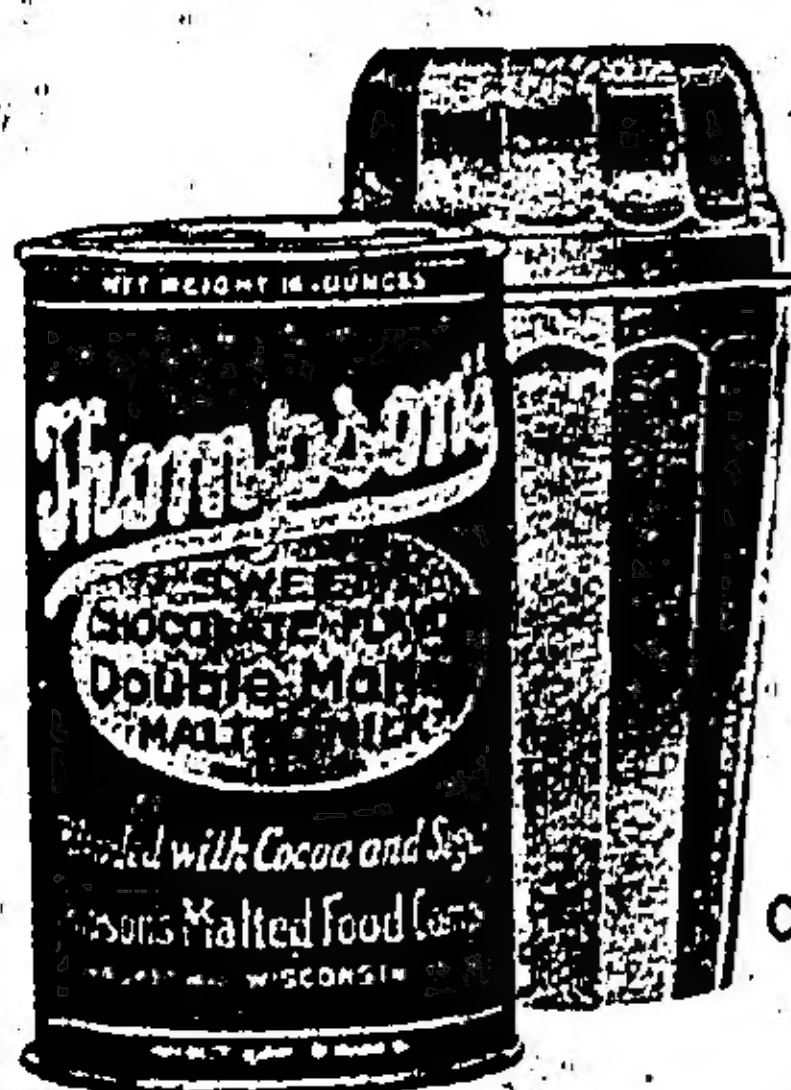
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THE BLUE DANUBE.

PICTURE OF VIENNA AT
THE QUEEN'S.COMPOSITE PICTURES AND
SYNCHRONISED ACTION.

[BY OUR FILM CRITIC.]

Like the "Merry Widow" the Blue Danube Waltz has been given a picture and put on the screen. Perhaps the success of the "Merry Widow" weighed a little too heavily on the producer's mind, for he seems to have used as many of the ingredients of the earlier film as possible.

"Mizzi" is a cabaret dancer, in Vienna; she is loved by the whole regiment and by one young sprig of nobility in particular; she finds a soft corner in the heart of the Archduke, and ends up a countess. All this has nothing to do with the waltz but it makes quite a good picture.

Mizzi is played by Lya Mara, a Viennese star, who looks very pretty at times and positively plain at others. She is, however, consistently lively and makes the part human and credible.

The producer seems to have had two aims besides the all-engrossing one of making a second "Merry Widow." The first was to produce some novel camera effects and the other to synchronise all the action with the dance tune. Neither of these effects is very satisfactory.

The second was a clever idea and had it been entirely successful might have made "The Blue Danube" a first rate film; unfortunately certain weaknesses in the story intervened. The result should have been to have set the whole audience swaying to the waltz, and to have infected us with the fervour of admiration for the heroine that the Viennese of the picture showed. Actually you get a little tired of the clearly beaten rhythm, and find the spectacle of everyone doing every action "to music" a little absurd. The Queen's Orchestra played extremely well and kept in perfect time with the picture.

The camera effects you feel fall short of what they might have been. Those composite pictures are fascinating but they need to have a clear motif to make them permissible artistically. There is no such underlying idea in the superimposed views of Vienna. The picture sequence of gossip is on the other hand quite unusual and very good, if a little out of place. The sinister and horrid effect which breaks into the light hearted story would have been extraordinarily effective in a more serious production.

But despite its faults "The Blue Danube" is a lively and amusing film and if you are not interested in technique these weaknesses probably will not trouble you at all.

SUNRISE.

A "TIMES" CRITIQUE.

JANET GAYNOR'S NEW
PICTURE.

The following critique which appeared in the London Times will be of interest to all regular patrons of the film. "Sunrise" which is acclaimed as being an advance upon "Seventh Heaven" or "Ben Hur" will be shown at the Queen's for five days beginning next Tuesday.

The terms of criticism in all the arts are notoriously vague and inexact, observes *The Times*, and films, regarded as they must be, as an art, give more bother in this respect than is generally recognised. This picture of Mr. Murnau's, who has already directed two or three of the most impressive of German films, is remarkable as both an achievement and as a promise. Here is a definite enough suggestion of screen technique, of the right use of the moving picture, of a method of planning and presenting a film to that it is entitled to the consideration one ordinarily gives to an established art like the drama or—dare it be said!—to painting. There are imperfections, of course. But the film does achieve in its own way—in its peculiar medium—that is—what cannot be achieved in any other way.

It is difficult to say in so many words what that is. The movement of the film, its rhythm, the play of pictorial suggestion, the superimposition of one pictured idea upon another—these may be invoked in the attempt to define the technique of the screen, but they are at best only borrowings from the conventional imagery of art criticism. They cannot convey to the person unfamiliar with the experimental trend of several recent films the effect aimed at here by Mr. Murnau. The producer of a stage entertainment seldom counts for very much beside the dramatist, but nine-tenths of the making of a film is the work of the director. All that is best in this film is clearly owing to the director's conception of what a film should be. The elaborate and costly "sets" make an impression no doubt, but the mere photography, but the whole part of their use here lies in the brilliant manipulation of scenic contrasts. And so with the (Continued on next column).

PRINCE CAROL'S
DEPARTURE.

NO DESIRE TO RETURN.

PARTING MESSAGE TO
ENGLAND.

DECOY CAR CHASE.

Dover, May 16th.

Prince Carol left England today in the most inglorious circumstances imaginable, writes a special correspondent of the *Daily Express*.

He virtually sneaked out by the back door, and his last words when once he was aboard the steamship *Ville de Liège* were: "I do not want to come back to England again."

The story of his leaving South Godstone compares with anything penned by the most ingenious writer of romantic fiction.

He did, in fact, leave Oakhurst Court more like a pantomime prince than one of real royal blood. A number of strange motor-cars began to arrive at Oakhurst Court early this morning, and by midday the atmosphere of the surrounding district was electrical. Among the early arrivals were two cars from the Home Office. They entered Oakhurst Court at top speed, and drew up behind the house.

The police on guard had been augmented, and no one was allowed within several hundred yards of the fencing.

Finally—at one o'clock—the comic opera element began to develop with remarkable rapidity. The police who had been on duty inside the grounds became surprisingly active on the village highway, and orders were issued right and left to "leave a clear road for the prince."

A motor-car in which every blind was drawn, and on top of which was a portmanteau, drove out of Oakhurst Court and sped towards London. Ten other cars took up the chase immediately, and followed closely.

The journey was made by way of Purley, Croydon, Tooting, Clapham, Wandsworth, Chelsea Bridge, and there was a thrill in every mile.

Hold-up.

It became apparent, after crossing Chelsea Bridge and striking for Piccadilly, that the car was following was simply a decoy. This was proved in the middle of Piccadilly, when there was a complete hold-up for a number of minutes.

Photographers who had been in the chase opened the door of the leading car to make a snapshot of the departing prince, but found he was not there. It was also discovered that the portmanteau on top of the motor-car was empty.

From Piccadilly the chase was transferred to Victoria Station. It arrived at Victoria at one minute to two, in company with a French detective, and just succeeded in catching the two o'clock train to Folkestone.

I found on the journey to Folkestone that M. Demitrigue, a member of Prince Carol's suite, was also in the train, and was occupying a locked compartment.

We travelled from Folkestone to Dover in a high-speed car, and after many formalities we were able to go on the quay-side where the *Ville de Liège* was waiting to cast off for Ostend.

Both Prince Carol and Mme. Lupescu, who accompanied him, had arrived at Dover, I learned, unrecognised. A large crowd gathered at the quay-side when the news spread that he had embarked.

Their curiosity was finally rewarded, for just as the boat cast off, Carol appeared on deck, and raised his hand in salute to the watchers on the quay.

acting, Mr. George O'Brien and Miss Janet Gaynor are extraordinarily moving at times, but only because they take their part in little incidents contrived with great imaginative delicacy.

And the story? It is better than many, but, as in worse films, it scarcely matters. It appears to be an adaptation of a novel by Sudermann, and tells of a young rustic couple whose peace was threatened by an urban hussy. She, poor wretch, tempted the husband to drown his wife. (The psychology is curiously akin, during several scenes, to the climax of Mr. Dreiser's "An American Tragedy.") He very nearly did so, but changed his mind at the last moment, and instead took her to the city in search of amusement.

An artless tale, though in the telling of it there are moments of understanding which are sheer inspiration. But these belong to the film, not to the story. There is a moment when, dazed, and stricken, dumb by remorse, the husband guides his wife, bewildered by pity for him, across the enormous city square. The traffic bears down on them from all directions, shrieking and hurtling across their path, but they cross in safety without for a moment turning their eyes from one another. The picture here is marvellously well created, and it is memorable.

THE ISSUE BETWEEN YEN
AND FENG.CHIANG KAI SHEK SUFFERING
FROM BAD TEETH.NOT ENOUGH SEA PORTS
TO GO ROUND.

In Chinese political circles, says the *N.C. Daily News*, there seems to be agreement that trouble between Marshal Feng Yu Hsiang and General Yen Shih Shan is inevitable, but it is uncertain what the attitude of Marshal Chiang Kai Shek will be. He is apparently suffering from bad teeth and has retired to the Tongshan Hot Springs outside Nanking for a few days.

The essential facts of the quarrel between the two generals are these: It will be remembered that Marshal Chiang Kai Shek travelled about Honan, holding conferences with Marshal Feng Yu Hsiang, General Yen Shih Shan and General Pei Chung Hsi. The result of all these conferences was a regional agreement by which each of the principals in the political situation would receive a number of provinces, at least one of which must be rich in revenue and have a sea port.

Now, according to the agreement, General Yen Shih Shan was to have received Tientsin and Marshal Feng Yu Hsiang, Tsingtao. But Tientsin is not in Marshal Chiang's possession for him to give it to Marshal Feng. Besides, the presence of the Japanese in Shantung makes it an unsatisfactory place. Marshal Feng apparently is of the opinion that as the Nanking troops make all the trouble in Shantung, Nanking should look after that province, while he will take Chihli and Tientsin, where there is no trouble. But that would leave General Yen Shih Shan with nothing, for all the fighting he has done. "There is no use holding Peking without Tientsin and if he loses Chihli, he has nothing that he did not have before he entered the war. As there are no other ports to go round, there seems to be no way out of the situation except by either, Marshal Feng destroying General Yen or vice versa, unless, as a Chinese facetiously remarked, Marshal Chiang would give Nanking to Marshal Feng to preserve the peace of China.

FIFTY YEARS' A SINGER.

MR. JOHN COATES' CONCERTS
FOR CHILDREN.

Mr. John Coates, the English tenor, celebrated his jubilee of singing at Bradford, where, when 12 years old, on May 24th, 1878, he gave his first big concert. On May 23rd and 24th he gave free recitals of Shakespearean and old-English songs to 1,500 children in the Bradford Technical College.

"I believe that the future of singing in England lies largely with the children," said Mr. Coates to a reporter. He added:

I am going to devote the rest of my life to interesting them in it. Singing is good for them. It is a physical and mental tonic. England is a hard place for a singer, and that is why I want to teach the children. We English used to sing in the olden days; and it is a mistake to neglect it in the hurry of the present.

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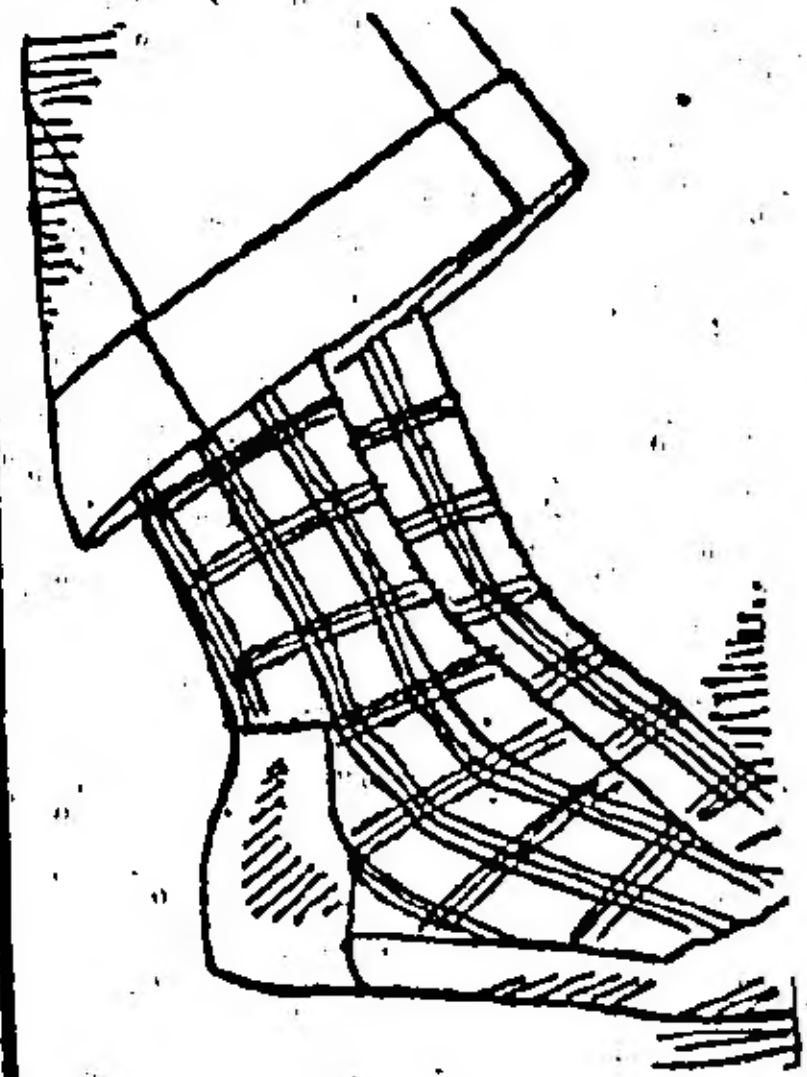
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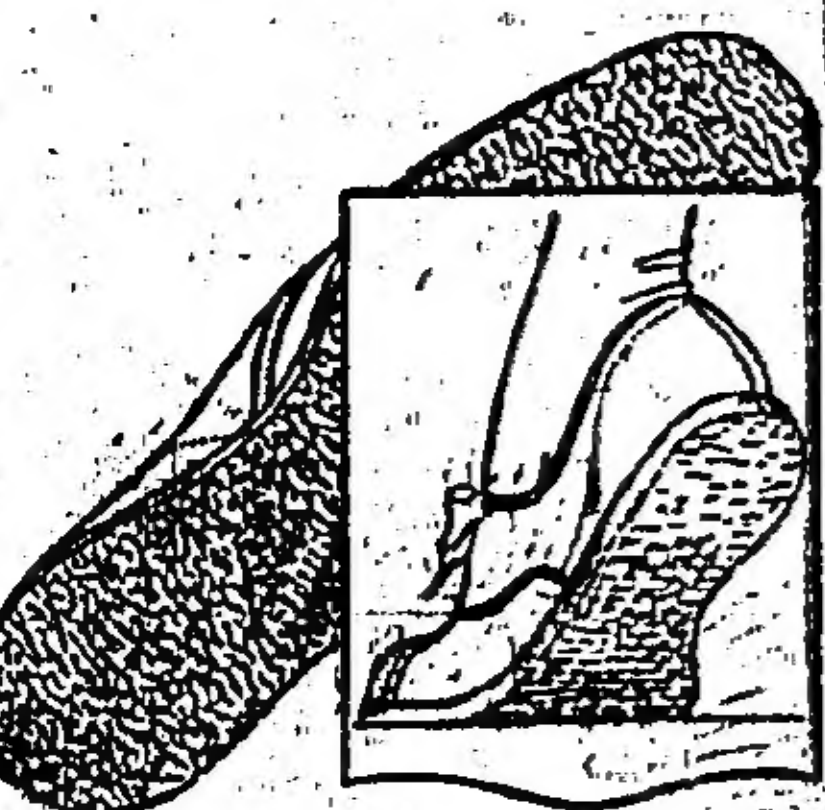
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SOLICITOR CRITICISES THE SYSTEM AS ROTTEN.

"PLAYING HIDE AND SEEK."

The case against the *Shun Po* (*The Hong Kong Morning Post*) brought by the Secretary for Chinese Affairs for publishing two articles against Japan on May 9th and 10th without having submitted them to the censor was continued yesterday at the Central Magistracy before Lieut.-Col. F. Eaves, D.S.O.

Mr. M. K. Lo, who appeared for the editor, publisher and printers of the *Shun Po*, mentioned several instances in which other Chinese papers had written against Japan in leading articles and "slogans" without intervention by the censors. He said that he brought these facts out to support his thesis that the whole system of censoring was "rotten."

The Magistrate sat till five o'clock yesterday in an endeavour to conclude the case, but had to adjourn it until Friday afternoon. The case did not make much progress as both censors, who were called for the S.C.A. proved very elusive witnesses, Mr. Lo protesting that they were playing "hide and seek."

The Censor who gave evidence on Monday declared that certain proofs were initiated not by him but by Mr. Lam, his colleague. Mr. Lam yesterday declined responsibility saying that the initial were those of the Censor who testified on Monday.

When the case was commenced, Mr. H. Somerset Fitzroy, Assistant Crown Attorney, who is conducting the case for the prosecution, said that he wished to re-call the censor, Lam Pak Chuen, as he had further questions to ask.

Lam was re-called and to questions put to him by Mr. Fitzroy, said that the slogans which appeared in the *Shun Po* on May 10th were not submitted to him for approval.

Mr. Fitzroy: Did you pass any of these four slogans?—I never passed any slogans which were printed on the side of the paper.

Mr. Fitzroy: No, but did you ever pass any of these slogans?—So far as I can remember, I have never passed any of these slogans.

Witness said that he was on duty on May 9th from 8 to 11 p.m.

Did Not Expect Trouble.
The Magistrate asked whether it would not be better if Mr. Fitzroy produced the proof on which the slogans were supposed to have been printed than to rely on the witness's memory. Mr. Fitzroy replied that they had not been able to get the *Shun Po* to produce the proof.

Mr. Lo explained that he regretted that the *Shun Po* did not preserve the proofs as they had never thought that proceedings would be taken against them. He said that unless his clients knew that they were to be prosecuted, they did not keep the proofs returned from the S.C.A.

The Magistrate said that he had merely wanted to find out. He was not suggesting that Mr. Lo's clients had hidden them.

The Whole System Is Rotten.
Cross-examined by Mr. Lo, witness said that he had never seen any of the slogans printed on the side of a paper.

Mr. Lo: Do you mean to say that you have not noticed these words or do you mean to tell his Worship that you have positively never seen them at all?—I have never seen any proof with slogans on the side.

Mr. Lo: Now since you are so positive, have you seen the sheet before?—I think I have seen it once.

Mr. Lo: Is that your signature on it?—No.

Mr. Lo: Now have you any reason to doubt that the marginal note was there when it was submitted to your colleague for approval?

The Magistrate: I don't think he can answer that.

Mr. Lo: Now you see this *Tai Kwong Po*. There is an article called "Universal Indignation." It is also against the Japanese. Can you give any reason why when the *Shun Po* wanted to publish this article you crossed out the first four words?—Those four words were original words passed by me but later I received instructions from the Chief Censor that I should be more cautious about head-lines relating to Japanese.

Mr. Lo: I am not suggesting that you could not change your mind, but could you explain why on the same day one paper is allowed to publish the article and the other paper is not?

The Magistrate asked Mr. Lo if he were trying to prove that the censors had a particular grievance against the *Shun Po*.

Mr. Lo replied that he brought out this fact in pursuance of his thesis that the whole system of censoring was rotten.

System At Fault.
Mr. Lo then further examined the witness as to other articles published by the *Shun Po*. Witness replied that he did not pass them.

Mr. Lo then pointed out that it was very curious that each of the censors should put the responsibility on the other. It was like a game of hide and seek. He added that he was not trying to heap the blame on any individual, but he would say that the system was at fault.

"Attack On Confucianism."

There was one occasion when witness wrote something against certain persons who had attacked Confucianism and he was "pulled up" by the S.C.A., because he wrote that article and published it without sending it to the censors. He replied to the S.C.A. on October 9th, 1928, explained that they did not think it was necessary to submit everything to the censors seeing that there were only two men on the job. To that letter he had received no reply from the S.C.A. nor had he been instructed that he must submit everything to the censors. He concluded from the S.C.A. silence that he was allowed to continue the same practice.

Witness then went on to say that the Tainan affair started on May 3rd and that his first leading article on the subject appeared on May 6th. They were sent for by the S.C.A. a few days after and were warned not to use "violent and abusive" language. Nothing was said about not writing anything advocating a boycott against Japan. His impression was that they could go on writing on the subject but must moderate their language.

Witness also said that articles passed by the censors could be inserted in any position in the paper. The head-lines for the various articles could be inserted anywhere on the proof.

When the slogans which had been mentioned were published they were subjected to a slight change, and although the exact wording which had been passed by the S.C.A. was not used, the substance was exactly the same.

Mr. Fitzroy said that the prosecution was prepared to admit this point, but he must maintain that these slogans were not submitted to the censor.

Mr. Fitzroy asked witness if he saw all the proofs before they were sent to the S.C.A. for censoring. Witness replied that he only saw them occasionally as there was a man for that job, the assistant editor.

Trouble With The Censors.

Mr. Fitzroy: "I believe you had some trouble with the censors on October 16th, 1928."—Yes.

Mr. Fitzroy: "And you sent them a letter?"—Yes.

Mr. Fitzroy: What did it say?—It was written in English and I cannot read English, but it was translated to me.

Mr. Fitzroy: "What did it say?"—It said that while we had the greatest respect for the censors, we nevertheless thought that they could not censor everything.

Mr. Fitzroy: "Did you receive an answer?"—No.

Mr. Fitzroy: "Nor a request to see the S.C.A.?"—No.

Mr. Fitzroy then remarked to the Magistrate that as the received no reply to their letter, they took the liberty of continuing to print matter which they thought was not contrary to the wish of the Government.

Mr. Lo: Before May this year we received no special communication from the S.C.A. regarding the censoring of our proofs, so we continued to assume that the proofs which were crossed out were rejected, otherwise the proof was considered passed for printing.

Mr. Lo further remarked that at times the censors initiated every paragraph while at other times they only put an initial at the bottom for the whole sheet.

Mr. Fitzroy: "Do you remember when they ceased this practice and demanded that every paragraph be initiated?"—I cannot remember.

Mr. Fitzroy: What do they do now?—They generally initial every paragraph.

The hearing was then adjourned until Friday at 2.15 p.m.

REVUE ARTISTES AT THE QUEEN'S.

A WELL VARIED PROGRAMME.

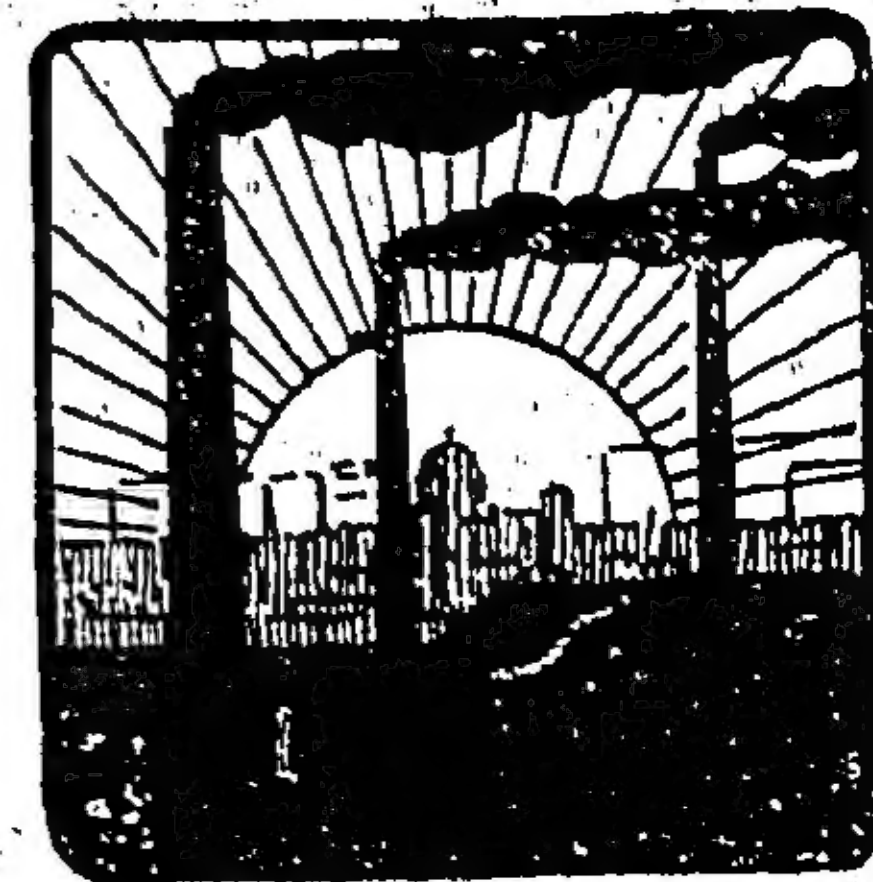
Song and dance hits from the Folies Bergere will be given at the Queen's Theatre at the 6.20 performance each night from tomorrow to Saturday, when Eleanor Nison and Leo Martin, leading revue artists from l'Abbaye, Paris, and The Knickerbocker, Monte Carlo, will make their first appearance in Hong Kong.

The programme will begin with Mistinguette's popular song "Ca C'est Paris" from the Moulin Rouge. This will be followed by "Why Gentlemen Prefer Blondes," in which a Frenchman realises his dream of winning an English girl through the "Valse de Passion," a "Spanish Love Dance" and "Because"—a jazz item of a distinctly unusual kind follow. Mlle. Nison will then give the newest version of the famous French "Can-Can" so popular in the Parisian night cabarets. The concluding item will be the latest dance craze "Aero-Boodle."

Eleanor Nison and Leo Martin come to Hong Kong with an established reputation, they have performed before Royalty, the last occasion being before Her Majesty, Queen Wilhelmina of Holland.

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DOCUMENT INSUFFICIENTLY STAMPED.

SOLICITOR'S COMPLAINT AT SUMMARY COURT.

STAMP OFFICE REFUSES TO RECTIFY ITS ERROR?

A somewhat unusual case was heard yesterday morning at the Summary Court before Mr. Justice P. Jacks, when a Chinese was non-suited in his claim against another Chinese for \$325 because the document on which he based his claim was insufficiently stamped by 20 cents.

Mr. C. A. S. Russ who appeared for the plaintiff said that it was obviously unfair that a man should lose \$325 because he was told by the official that the stamp was less than it should be. He added that the plaintiff dealt with the matter at the Stamp Office himself, without a solicitor, and was therefore at the mercy of the officials.

The plaintiff was Un Man Chik, who claimed from Au Fung Chau and the Tin Shing Hing Kee Restaurant the sum of \$325, being balance of money lent to a certain Au Pak Ming and for whom the two defendants stood as guarantors.

Mr. A. et Arculli appeared for the defendants. The case was originally heard by Mr. Justice J. R. Wood who upheld Mr. Arculli's objection that the document on which Mr. Russ was suing was of a double nature, being a promissory note and a guarantee and also that it was not sufficiently stamped.

Opening his case, Mr. Russ said that the document was taken to the Stamp Office in the usual way and a \$1 stamp was affixed. It was later discovered that the stamp duty should have been \$1.20, because the paper was in the nature of a double document. His client applied to the Comptroller (Colonial Treasurer) for permission to add another twenty cents stamp to it, but was refused.

Mr. Russ further said that "it was a perfectly reasonable application as it was one of his own officials who told us what the stamp should be."

The plaintiff himself dealt with the matter with the result that without the assistance of a solicitor, he was at the mercy of the officials.

"It is obviously unfair" that a man should lose \$325 because he is told by the official that the stamp is 20 cents less than it should be. My client will testify in the box that this money was verbally guaranteed.

"It is quite true that a guarantee has to be in writing, but it is also true that no statutory defence can be raised without the leave of the court unless 24 hours written notice is given to the plaintiff, his solicitor or counsel."

Continuing Mr. Russ said that if the "other side" was relying on this special defence, they should have given the statutory 24 hours' notice. His Honour pointed out that if Mr. Russ was suing a guarantor he must do so on a written document. It was no use going into Court without some document. "It seems to me like this, with a guarantor you have to start off with something in writing in order to have a case at all. It would not be necessary for the defendants to say anything at all."

After further arguments, Mr. Russ said "We can't get the stamp because the Comptroller, for some reason or other, won't stamp it. It will come to this that the plaintiff through no fault of his own, for a paltry 20 cents, will be deprived of his right to claim money to which he might be legally entitled assuming he has a good case."

His Honour pointed out that Mr. Russ could appeal, in the matter of the stamp, to the Governor-in-Council (Continued on next column).

SCENE IN PROVISIONAL COURT.

LAWYER DEFIES JUDGE.

STUDENTS PUNISHED FOR ANTI-JAPANESE ACTION.

SHANGHAI, June 9th.

Disorderly scenes were witnessed in the Shanghai Provisional Court, yesterday, when six students appeared before Judge Hsiung and Mr. Van den Berg for judgment in the case in which they were charged with offences resulting from their endeavours to enforce the anti-Japanese boycott.

At the output of the hearing, Mr. Pea Tsing Yuh stood up in Court and said that he represented the accused but he was told by the Judge that, as he had not appeared previously and another lawyer already had appeared for the accused, he had no standing in the Court. Mr. Pea, however, declined to sit down and began to argue with the Judge. This continued for several minutes until finally Mr. Pea was ordered to be seated.

Order having been restored, judgment was delivered. The two students in the first charges were sentenced to two months' detention each without the option of a fine and in the case of the other four, the first two accused were found not guilty and the remainder were sentenced to 50 days' imprisonment each, commutation into fine being refused. The six bales of cotton were ordered to be returned to their lawful owners.

The Deputy's Elder.

Mr. Van den Berg added the following rider to the judgment:—The literature, documents, badges, etc., seized at the premises of the branch office in East Seward Road show beyond doubt that part of an extensive organization is established within the limits of this Settlement, which organization aims at forcing people to abstain from dealing in Japanese goods and, if the people are unwilling to do so, to deprive them thereof by force, thereby causing its members to violate the law and expose them to persecution and punishment.

It is a well-known fact that, locally, meetings, advocating an anti-Japanese boycott, have been held and it is also a well-known fact that the Shanghai Labourers Anti-Japanese Diplomacy Committee, at one of its meetings, passed a resolution to write to the Chinese Bar Association and also to request certain headquarters to arrange the release of the accused, as if the Court would lend itself to be terrorized by any professional or political organization.

I take grave exception to the misbehaviour of Mr. Pea Tsing Yuh. I respectfully draw the attention of the President of this Court to such gross misbehaviour and suggest that disciplinary steps be taken against him immediately.

Furthermore, I wish to express my utmost surprise that Mr. Sih Yu Seng, who evidently desires to be considered the responsible legal representative of the complainants in this case, should in Court at the close of the trial, and endeavour to prejudice his clients' case by invoking the Court's leniency on the grounds of what he is pleased to call the patriotism of members of an organization which, in this particular case, most obviously aimed at the ruin of its commercial competitors by illegal means.—North China Daily News.

Council, whose decision would be final.

Mr. Russ then applied for an adjournment in order that the appeal might be lodged.

Mr. Arculli objected saying that the case had been pending for over two months and that Mr. Russ had all the time he needed to remedy the stamping of the document.

His Honour said that the best course to take was to non-suit the plaintiff with costs and allow him to bring a fresh action provided that he could get the document properly stamped.

Plaintiff was accordingly non-suited with costs and was allowed to bring a fresh action within three months.

WORK OF THE
REVOLUTION.

STILL MUCH TO GO ON.

THE DEMOBILISATION
PROBLEM.LI TSAI HSIN'S ADVICE TO
STUDENTS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 12th.

Marshal Li Tsai Hsin delivered a speech yesterday morning before the students and faculty of Sun Yat Sen University in the auditorium of the University. The meeting was presided over by Mr. Tai Chi Tao, Chancellor of the University, and the hall was packed. In addition to the students and staff there were also present workmen employed at the University.

The Marshal arrived at the University at 8 o'clock sharp in a heavily guarded armoured car. After the usual obeisance before the national flag and the picture of the late Tsungli, Dr. Sun, and the recitation of his latest political will and testament, Chancellor Tai opened the proceedings. The National Revolution, he said, reached a new phase, as Peking was now in the occupation of the Nationalist Forces. The deep-rooted and century old forces of political dissension and of conservatism would now be swept away and cast into oblivion with the fall of Peking—the last stronghold of the Northern militarists. The consummation of the National Revolution to which Dr. Sun had devoted his whole life was now well in sight. The unification of China by the Nationalist Government was now an almost finished task.

Much Still To Be Done.

Continuing, the Chancellor warned his audience not to feel too jubilant or to slacken their support of the Nationalist Movement. "The responsibilities lying before us," he declared, "are ten times more heavy and grave than they were before the evacuation of Peking by Chang Tso Lin and before the Tsinan incident brought about by the presence of Japanese troops in Shantung. The action of the Japanese soldiers in Shantung should be a strong lesson to us."

In conclusion, the Chancellor urged the students to be calm, resolute and patriotic and, if necessary, to be ready to die for the nation. "This is no time to rest and be idle," he said. "We must be prepared to endure hardships as we have never endured before."

MARSHAL LI TSAI HSIN.

NOT THE TIME YET FOR
JUBILATION.

Marshal Li Tsai Hsin, who spoke next said that although China was now unified under the Nationalist Government, yet the political and diplomatic situation of the nation was not one to inspire happiness. "The negotiations with the Japanese Government regarding the latter's military expedition to Shantung and the subsequent Tsinan incident," he said, "have not been progressing at all favourably. China has to-day more than one million men under arms. The problems connected with the maintenance of this huge army, its discipline and subsequent reductions are difficult and hard to tackle."

The Marshal exhorted his listeners to do their utmost as true citizens of the Republic of China. "Confucius once said," the Marshal added, "that the very quintessence of good Government is the result of every one doing his duty to the full." The Marshal attributed the orderly government of the civilized nations to the unselfish, patriotic and exemplary work of their respective officials and peoples.

Kwangtung The Cradle Of The
Revolution.

Marshal Li then dwelt at length on the importance of good education. "Our future whether good or bad," he said, "is inseparably interwoven with the sort of education we receive." The speaker praised the work of the University, saying that it had contributed many talented men and women to the Nationalist Movement. "Kwangtung is the cradle of the Revolution and has been first and foremost in every movement, political, social, or educational."

In conclusion, the Marshal urged the students to be diligent, frugal, and revolutionary. Dr. Sun's conception of China as eloquently explained in his San Min Chu I or the People's Three Principles should be the goal of education.

LI TSAI HSIN TO
VISIT NANKING?CONFERENCE WITH
NATIONALIST GOVERN-
MENT.WONG SHUI HUNG TO ACT
AS DEPUTY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 12th.

There is a considerable talk in Canton about Marshal Li Tsai Hsin taking another trip to Nanking to confer with the Nationalist Government on matters vital to Kwangtung. He will leave for the Nationalist capital, it is learned, as soon as he feels the situation justifies him in handing over the Government to a deputy. General Wong Shui Hung, the Marshal's most trusted friend and colleague, is still in Kwangsi. He will return to Canton in the course of a few days, it is reported, and on his arrival the Marshal will probably turn over the Government to him in close co-operation with other leading colleagues and will then proceed to Nanking.

The exact reason for the Marshal's contemplated visit to Nanking is not known. It is thought that it has to do with financial problems and the reconstruction of the Province.

CANTON'S SUMPTUARY
LAWS.

Mention was recently made in our columns of the Canton Municipality order to the effect that all officials were to adopt a standard form of Chinese dress made of native cloth.

This is to become operative on July 1st, but concessions have been made as regards the design of the uniform. As long as it is of Chinese form and material the shape is to be a matter for personal choice.

LUNATIC KILLED AT
CANTON STATION.

WILD LAUGHTER AT ENGINE.

At about noon on the 9th inst. a locomotive knocked down a young man just outside the Canton-Kowloon Railway station killing him instantly. The body was severely mutilated.

The deceased was 28 years old and came to Canton from his native district in San Wui. He was mentally defective and his father brought him to Canton with a view to securing medical treatment. Besides his father, he was accompanied by two friends, and the party, it appears, arrived on that train from Hong Kong. Just before the accident he was under the charge of the two men while his father went to attend to the baggage. Unnoticed he got away from his attendants and wandered on to the railway tracks. He seemed very delighted at seeing the locomotive in motion and burst into a fit of wild laughter. His two friends ran towards him but were too late to drag him off the line.

The deceased's father could not be found, so the Railway Office paid for the burial.

THE S.S. "KOCHOW."

ACTING AS NAVIGATION
MARK.

The master of one of the river steamers arriving here yesterday from Wuchow states that the s.s. "Kochow" is lying erect with her top deck cover just above the water line. "The wrecked vessel," said our informant, "affords an ideal mark of the Wangmoon Bar, and a buoy of some sort to locate the Bar has long been needed."

However, there is a danger of the vessel forming an obstruction for, if not soon moved, sand will be silted against it in large enough quantities to cause trouble.

Nothing further is known of the Captain and Chief Officer, who were stated to be on board H.M.S. "Nereus" at Kowloon.

WEST RIVER
FLOODS.

SERIOUS SITUATION.

WIDE DAMAGE TO CROPS.

The heavy rainfall of the past few weeks has caused a sharp rise in the water levels of both the East and West Rivers, and low lying areas have been under water for some time. Along the East River vegetable farms have been flooded and the crops have been entirely destroyed.

The city of Sheklung on the East River is under water, as is also extensive tracts of the neighbouring farm lands. To make matters worse, the buttresses of one of the bridges of the Canton-Kowloon Railway, obstruct the flow of the river current causing swirls and eddies, and these eddy currents are breaking down the low banks thus bringing more area under water. The city of Tungkoon, close to Sheklung, is also under water, it being reported that the shops in the part adjacent to the river are flooded to a depth of several feet.

Along the West River course fear is prevalent that there may be a recurrence of the severe floods that occurred in the year 1915. It may be recalled that in that year the river water rose to such a height that huge areas all along the course of the river were inundated, inflicting terrible privations on the natives of the district. Latest reports from Dosing state that the water level has fallen somewhat but conditions are still critical as a renewal of heavy rainfall will soon cause a rapid rise again.—Canton Gazette.

ANOTHER MAN'S WIFE.

HARBOURING CHARGE
AGAINST CHINESE.JAIL FOR AN OLD "WHITE
SLAVE" DEALER.

Lam Hee, a young Chinese Sheik, was brought before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon by Mr. E. H. Williams, Assistant Secretary for Chinese Affairs, for playing the Don Juan.

It was alleged against Lam that between May 14th and 20th he took a Chinese married woman into his house and further that he seduced her.

To the first charge Lam said that there was no denying that he took the woman into his own house, but he did it without knowing whether the woman was married or not. He said that he met the young woman quite casually and when she told him that she had no place to go to and that she had no one to take care of her, he at once offered to be her protector.

The second charge was not proceeded with as the Magistrate held that no evidence had been produced to prove it. Lam was fined \$100 for taking another man's wife, and that in the event of his not being able to pay the fine, he would have to do three months' hard labour.

OLD PROCURESS
SENTENCED.

Before the same Court another case in which a woman coveted her neighbour's daughter was also heard in the afternoon. The woman, Chiu Sin, was a wicked old woman about 58 years of age. Living near to her house in Yumant was a young unmarried girl of sixteen summers. Old Sin had had her eye on the girl for quite a long time and had been telling her usual lies about the good time which a pretty girl could have at Macao and the fortune which she could make. But the girl was not so glib as the old woman thought and was not at all tempted by Sin's threats and at last succeeded in coercing the girl into leaving her parents' roof to go to Macao. They accordingly boarded the s.s. "Sun An" and Sin hid the young girl under a bunk. This unusual way of making a passage was noticed by a tallyman on board who reported to the Captain with the result that Sin was placed in Police custody on arrival at Macao.

The old procuress will now be out of harm's way for six months with hard labour.

SEDITION MONGERS.

AN "ORATOR" ARRESTED.

DOWN WITH "CHIANG KAI
SHEK."INSPECTOR HIT WITH A
BRICK.

A Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy for being in possession of seditious literature in the form of pamphlets, which he distributed in Yumanti on May 10th. The defendant is also charged with behaving in a disorderly manner and causing a crowd to collect about him.

A Chinese detective stated that he saw the defendant standing in the middle of a huge crowd and "raining curses" on Chiang Kai Shek and other Kuomintang leaders including Li Tsai Hsin, whom he described as a "running dog" of the British. The defendant was also seen to distribute pamphlets while the people clapped.

The witness reported the matter to the Police Station and Inspector Fallon and another Chinese detective left for the scene.

Inspector Fallon said that there were about 150 people round the defendant who was standing on a stool. After he had arrested the defendant he felt a sudden pain in his leg and turning around saw a brick at his feet. Witness drew his revolver and the crowd scattered.

The defendant said that he didn't throw the brick, but the Magistrate remarked that it was his oration that caused the disturbance.

Defendant A Plum Seller.

The defendant declared that he was singing out that he had plums to sell when suddenly he was arrested. He was not in any way connected with the oration. When asked if he had been able to produce his plums he said they had been stolen when he was arrested.

The defendant was convicted on all three charges and the Magistrate remarked that the "circumstances were undoubtedly seditious. They were not only against the Japanese but also made reference to the Shakkai incident."

The defendant was sentenced to five months' hard labour on the first two charges, and fined \$50 with the alternative of six weeks' hard labour on the third charge.

BOY AND GIRL CHARGED.

A Chinese boy and a Chinese girl were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with having in their possession pamphlets containing seditious matter. They were also charged with distributing them.

The boy said that he picked up the pamphlets which a man who was giving a public speech against Japan had thrown among the crowd. Several persons went up to him and asked him for the booklets and he let them have them. He was fined \$100 or two months' hard labour.

The Girl's Story.

The girl said that she was only 15 years of age and was attending school. She was standing near the man who was talking about Japan and next to him was another man who was distributing the leaflets. This man threw a bundle to her. She picked them up with the intention of taking one for herself, when she was arrested.

She was bound over to keep the peace for one year.

GENERAL TANG CHI YAO.

HIS ESTATE IN HONG KONG.
ALL BEQUEATHED TO
ELDEST SON.

General Tang Chi Yao, who was the tuchun in Yunnan for many years, and who died at Yunnanfu on or about May 23rd last year, left estate in Hong Kong amounting to \$234,700 in cash deposited with several foreign banks here. Deceased leaves everything to his eldest son, Tang Shao Shan of No. 87, Kowloon Tong to whom probate of his will has been granted.

General Tang Chi Yao was driven out of Yunnan in 1921. He then became the Chief of the General Staff in Canton under Dr. Sun Yat Sen. In the following year he regained control of Yunnan province. A few months ago reports reached the Colony that his subordinates in Yunnan were plotting against him in order to establish the control of the Nationalist Government in that province. The circumstances of his death are still regarded as a mystery.

"EMPRESS" BOATS AND
PIRATES.QUEEN'S PARTY TRAVELLING
AS GUARDS.

PASSENGERS NOT ALARMED.

When the s.s. *Empress of Canada* sails for Vancouver to-day, an armed military escort will travel on the vessel as far as Shanghai and return by the next "Empress" boat.

The system of providing armed guards on the Canadian Pacific liners was first adopted in April when there were strong rumours that the *Empress of Canada* would be attacked by pirates on her trip to the North. Nothing, of course, happened, but the presence of the escort made the passengers feel at ease. On that occasion, the guard was provided by the 1st Battalion The Queen's Royal Regiment, and incidentally Lieut.-Col. R. G. Clarke, C.M.G., D.S.O., the officer commanding that unit, was a passenger on the vessel en route to England.

Since then other vessels of the Company have also carried such escorts to ensure the safety of the vessel and passengers in the remote possibility of the Bias Bay gang taking it into their heads to go after "big game." A party of the 2nd Battalion Scots Guards did duty the last time, and to-day it is again the turn of the Queen's Royal Regiment.

The escort, it is understood, will have one week in Shanghai this trip before they return. Although an attack, such as is rumoured, on so large a vessel is very unlikely, the guards, who will be in charge of an officer, have a grave responsibility. A constant watch is maintained during the trip with two men always on the bridge with the Captain and other members located in various parts of the vessel.

KIDNAPPING A "WANTED"
MAN?WARRANT ISSUED TWO
YEARS AGO.

THE BAIL QUESTION.

Three Chinese were yesterday morning charged at the Central Magistracy before Major C. Williams with the alleged kidnapping of a man for whose arrest a warrant was issued two years ago.

Mr. T. G. Bennett appeared for the three defendants and Mr. F. H. Looby was for the "wanted" and kidnapped man.

On behalf of his clients, Mr. Bennett applied for bail saying that it would take a long time to get all the necessary details ready for the Court and to go into the various accounts in connection with the case. He further applied for the books and documents seized by the police. His Worship fixed bail at \$500 in the case of the first defendant and \$100 each for the other two men, and told Mr. Bennett that the books and documents might be obtained from the Police.

The case was then fixed for hearing on Friday afternoon.

The kidnapped man was then brought before the Magistrate and Chief Detective Inspector T. Murphy told the Court that the man who originally swore the affirmation leading to the issue of the warrant against the kidnapped man some two years ago was now in Court. He asked permission to enter that man's name down as the complainant instead of the Captain Superintendent of Police.

Asked why the man was not in Court when the kidnapped man was brought up at the first occasion, the Chief Detective said that it was probably due to the fact that the man was brought up in Court immediately and that the complainant had not been notified. The necessary alteration was then made.

Mr. Looby then applied for his client's bail, which was fixed at \$3,000, to be reduced.

He said that if his client was kept in prison it would be quite impossible to go on with the charge against the three defendants. He did not think that his client would escape as in doing so it would be to the advantage of Mr. Bennett's charge against them.

Mr. Bennett then told the Court that a warrant had been issued for the arrest of Mr. Looby's client two years ago and that the charges involved about \$10,000. He understood that the practice in fixing bail was to ask a figure somewhere around the sum involved.

His Worship granted bail in the sum of \$2,000. Chief Detective Murphy said that he considered the bail was too light especially as the other cases depended on this man. His Worship said that he considered the bail sufficient to ensure the attendance of the man.

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"DIANE"

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4654—WALTZ...KIT CAT BAND WITH
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AMONG THIS WEEK'S NEW BOOKS.

THIS SMOKING WORLD. By A. E. HAMILTON. \$4.50
An attractively written and comprehensive book on tobacco smoking.VENTURERS AND VOYAGES. By E. KEBLE CHATTERTON. \$8.00
True stories of the unceasing struggles of sailors against pirates and their at all times relentless enemy, the sea.THE WARGUILT. By H. W. WILSON. \$15.75
An impartial and thorough investigation of the facts in the light of the latest evidence.PICTORIAL GOLF. By H. B. MARTIN. \$5.65
A book of diagrams and drawings covering all phases of golf, with descriptive letterpress.THE INNOCENTS OF PARIS. By C. E. ANDREWS. \$5.65
Describing the districts around the markets and old streets little known to travellers.POWERS AND PILLARS. By RUDOLF KIRCHER. \$18.75
Intimate portraits of British personalities as seen through German eyes.THE WHITE WALLET. Chosen by VICTORIAN GREY. \$3.75
An anthology of extraordinary variety, full of delightful and interesting things.JAPANESE ALL? By J. INGRAM BRYAN. \$4.50
A volume of essays sketching many aspects of Japanese life and character.THE DRAGON SHEEDS HIS SKIN. By W. GALBRAITH. \$5.05
Sketches of Chinese life during the last two or three years, written mostly from Changsha.LONDON'S OPEN AIR STATUARY. By Lord EDWARD GLEICHEN. \$15.75
A detailed and comprehensive description of some 400 London statues.AN ILLUSTRATED HISTORY OF THE RUSSIAN REVOLUTION. \$7.50
This is the first of a two-volume account, well illustrated, of the beginnings and course of the Russian Revolution.NATIONAL POLICY AND NAVAL STRENGTH. By Vice Admiral Sir H. W. RICHMOND. \$12.00
A volume of essays dealing with matters of naval policy, strategy, administration, and history.KEMPE'S ENGINEER'S YEAR BOOK, 1928. \$22.50
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NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS
SEASON 1928-1929.

MEMBERS are notified that Lists Now Open for Intending Subscribers to above will CLOSE on SATURDAY, 16th JUNE, 1928.

H. R. FORSYTH,
Acting Secretary, [635]

FOR SALE.

ONE LARGE MOTOR BOAT, in Good Condition, being SOLD as Surplus to Requirements. 40 Feet by 9 Feet. Speed: 9 Knots. Indicated Horse Power: 30 H.P. Carrying Capacity: 25. May be Seen on Application to OFFICER in CHARGE, R.A.S.C. CAMPS, Hong Kong. [637]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th DAY of JUNE, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshing in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Island, Lot No. 1138, Adjoining New Kowloon Island Lot No. 384, K. I. Lang Street, Shamshing	As per sale plan	1,735	12	297-25

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situate at MONGKOKTSUI in the DEPENDENCY of Kowloon and Colony of Hong Kong and registered at the LAND OFFICE as KOWLOON INLAND LOT No. 1572

To be sold on TUESDAY, the 19th DAY of JUNE, 1928, at 3 P.M.

Messrs. LAMBERT BROTHERS, Auctioneers, At their SALES ROOM, 8A, DUNDRELL ST., VICTORIA, HONG KONG.

For further Particulars and Conditions of Sale, Apply to Messrs. WOO & NASH, Solicitors, 4 & 6, QUEEN'S ROAD CENTRAL.

Messrs. LAMBERT BROTHERS, Auctioneers, No. 8A, DUNDRELL STREET, Hong Kong, 8th June, 1928. [6354]

NOTICE

SOUTH CHINA TRADE PROTECTION ASSOCIATION, LIMITED. (INCORPORATED IN HONG KONG).

NOTICE IS HEREBY GIVEN that the above Company has THIS DAY acquired the Business heretofore carried on by Mr. LESLIE ERNEST HAYNES as the SOUTH CHINA TRADE PROTECTION ASSOCIATION.

By Order of the Board of Directors, ALLAN S. BANKER, Secretary, Hong Kong, June 11th, 1928. [6361]

SHOP TO LET

92, NATHAN ROAD, KOWLOON.

OFFICES TO LET

DAVID HOUSE.

APPLY TO

S. J. DAVID & CO. DAVID HOUSE, 67/69, DES VOGES ROAD CENTRAL.

INTIMATIONS.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hong Kong, on WEDNESDAY, 20th JUNE, 1928, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 13th JUNE to 4th JULY, 1928, Both Days inclusive.

By Order of the Board.

JARDINE, MATHESON & CO., LTD. General Managers, Hong Kong, 19th May, 1928. [6317]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING.

TO LET.

A FLAT in CARNARVON BUILDINGS, Kowloon. FLATS at MAY ROAD, Hong Kong. Apply to: HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDINGS, 6201

TO BE LET OR SOLD—COMMERCIAL BUNGALOW at MAGAZINE GAP, near MOTOR ROAD: Good Garden, Private Garage—Apply: Box No. 6273, c/o Hong Kong Daily Press. [6273]

TO LET—Furnished for 4 Months: Four Roomed HOUSE on BOWEN ROAD. Small Garden. Moderate Rental. Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDINGS. [6330]

SEMI-DETACHED HOUSE, with Full Installation, No. 5, CONDUIT ROAD. Three 3-4 Roomed FLATS, in Nos. 14 and 18, CONDUIT ROAD—Apply to: H. M. H. NEMAZEE. [180]

WHY Continue to suffer when POO ON HERBS are within your reach—Coughs, Catarrhs, Asthma, Bronchitis, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs. POO ON HERBS CO., 68, QUEEN'S ROAD CENTRAL, 1st Floor. TEL. C. 5009.

Hong Kong Office: 11, Ice House Street. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, June 13th, 1928.

THE "ITALIA" AND THE ARCTIC.

Long before the Italia was able to signal her position in the North East corner of Spitzbergen offers to fit out relief expeditions were made and now Captain AMUNDSEN, the most famous of living explorers of the Polar regions, is anxious to be once more on the scene of his earlier exploits. The Arctic and Antarctic have for centuries exercised a curious fascination over men of adventurous mind. In a message shortly before the Italia left her supply ship at King's Bay her commander, General Nobile, wrote: "We have come into a world of dreams among the resplendent purity of the snows." No better description of the Polar regions as they appear to the eye of the explorer has ever been penned. It is a world of dreams, some of them, as General Nobile writes in the same message, "of Dantesque horror." Aviation, though it has enabled men to reach any point in the Polar regions speedily and with a reasonable degree of certainty, is attended by risks hardly less than those of the old time explorer with sleighs and Esquimaux dogs and from the latest news of the Italia her crew is in a very serious plight.

INTIMATIONS.



AWARDED 50 GOLD & PRIZE MEDALS. IT NEVER VARIES!

SOLE AGENTS—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 618. [50]

"What is the good of it?" many of us are inclined to ask. A tropical expedition to New Guinea, or an Amazon tributary or across the Mongolian desert may bring to light ancient civilisations, unknown tribes, new species of plants and animals. Still more it may reveal gold or the blue clay of diamond beds, oil or tracts of habitable land. It may in fact yield a practical commercial return with big profits for those financing it and even for those taking part. But can Polar exploration point to such results? Captain AMUNDSEN could probably dilate at length on the contribution to science, particularly to meteorology, to oceanography and even to botany. Pressed on the point he would probably admit that all this could have been obtained from observing stations on the fringe of the frozen area, and that what had been won by the perils and hardships of all Polar explorers from the Elizabethan seekers of the North West passage to himself, Captain Scott and General Nobile, must be in ordinary terms of material advantage dismissed as negligible. The North West passage of the 16th century and scientific data of to-day are merely the justifications that are given to those who do not understand those things not to be measured except in the terms of pure romance. But the explorer must push on to the point fixed by geographers as Latitude 90 degrees North, Longitude 0. The fact that it is nothing but ice and snow indistinguishable from the rest of the illimitable waste, and only to be fixed by complicated observations deters them not at all. Its very uselessness is its lure.

Curiously enough, while the search for the Poles remains as barren an enterprise as the inhospitable lands where they lie the small population that inhabits the fringes of the Arctic circle has been enjoying a new and altogether strange prosperity. Esquimaux who were still living under a Stone Age regime and maintaining a hard and precarious existence a few years ago have suddenly tapped a source of wealth which has brought them into line with the twentieth century. Partly owing to the destruction of the Russian market and partly to the enterprise of the Hudson Bay Company big money is being made by the fur-hunter. In the North West of Canada the White or Arctic fox still abounds and for the last few years about £250,000 worth of pelts have been sent southward annually from that area. The Esquimaux of the Mackenzie River Delta and of the chain of stations stretching East and West are often the owners of gasoline schooners, of wooden houses, modern rifles and gramophones. Their numbers, however, are dwindling. Near the Mackenzie River mouth there were over 3,000 Esquimaux in 1898, while to-day there are 200, and their entire number in Canada is under 3,000. For unknown centuries they were fenced into the Arctic regions by the fierce hostility of the Red Indians, and even with the passing of their hereditary foe the people of the Far North saw no prospect of fitting themselves into modern life and no opening for their peculiar talents and characteristics. Now they have found their place and are reaping a reward which leaves no regrets at all for the older, simpler ways. Probably to no one is the madness of the white explorer more incomprehensible than to the native of the barely habitable fringes of Greenland and Northern Canada. He cannot fathom why anyone should venture still further North into the unknown wilderness of eternal snow!

Another 1-7/8 inches of rain, fell yesterday between 6 a.m. and 2 p.m.

A Chinese was yesterday admitted to the Government Civil Hospital suffering from injuries received at the Taikoo Sugar Refinery.

The total output of the Kailan Mining Administration's mines for the week ending May 26th amounted to 110,499 tons, and the sales during the period to 73,680 tons.

A Chinese who was charged with smuggling 15 letters into the Colony and thus evading the payment of postage was yesterday morning fined \$30 by Mr. W. Schofield at the Kowloon Magistracy.

A stall-keeper was charged at the Kowloon Magistracy yesterday with the possession of 90 pui lottery tickets and with keeping a gaming house. On pleading guilty the defendant was fined \$30 and \$75 respectively.

A European lady who was riding in a ricksha along Salisbury Road, Kowloon, received minor injuries as a result of a water-buffalo charging into the vehicle. It appeared that the animal became frightened at the approach of several rickshas. It broke away from its leash and ran headlong into the ricksha.

For an infringement of trade mark from the Kun Hing Knitting Factory, selling singlets supposed to be by a Chinese was fined \$25 by Mr. W. Schofield at the Kowloon Magistracy yesterday. Mr. O. E. C. Marton prosecuted. A female stall-holder of the same market was also fined a similar amount for the same offence.

A number of Chinese coolies were brought before Mr. R. E. Lindell yesterday morning at the Central Magistracy in connection with the affray in Connaught Road West when the crew of a cargo junk had a fight with some cargo coolies. They were bound over in their personal bonds of \$50 each to keep the peace for six months.

IMPRESSIVE MILITARY FUNERAL.

PTE. EDWARD PLUME OF THE QUEEN'S.

Full military honours were accorded to the late Private Edward Plume, of the 1st Battalion, The Queen's Royal Regiment, at the funeral which took place at the Protestant Cemetery, Happy Valley, yesterday afternoon. Members of the Battalion took part in the service which was most impressive and had several unusual features.

The gun carriage conveying the coffin was drawn by mules and passed between files of the men of the Battalion drawn up outside the Medical Inspection Room near the Wellington Barracks in Queen's Road. Preceding the gun carriage were a firing party in charge of Sergeant Huskinson and the Band of the Regiment with muffled drums. As the gun carriage passed the men formed fours and joined in the procession, many of them carrying wreaths. A party from the 2nd Battalion Scots Guards followed.

Lieut.-Col. J. D. Boyd, D.S.O., and Captain W. G. Beeton, of the Queen's Royal Regiment, walked with the troops which were in charge of R.S.M. Hartridge.

On arrival at the Cemetery, the firing party took up a position inside the gates and the coffin was borne between the ranks by a number of deceased's personal friends who acted as pall-bearers. Private White, Drummer Taylor and Private Bush were the chief mourners.

The Rev. S. Llewellyn Webb, Senior Chaplain to the Forces, conducted the service at the Chapel and later at the graveside. At the close of the service, three volleys were fired over the grave while the file and drums played the Last Volley. Nine buglers then sounded the Last Post and the Reveille.

Among the floral tributes was a large wreath from the "Members, Royal Naval Temperance Society, 1st Battalion Queen's Royal Regiment, who deeply mourn his loss." Other wreaths were from the Officers, 1st Bn. Queen's Royal Regiment; M.G. Company, 1st Bn. Queen's Royal Regiment; Officers of the M.G. Company, 1st Bn. Queen's Royal Regiment; "C" Company, "D" Company, 1st Bn. Queen's Royal Regiment; All Ranks, 2nd Bn. Scots Guards; Officers and Other Ranks, Royal Artillery; Sergeants, 1st Bn. Queen's Royal Regiment; Sergeants, 2nd Bn. Scots Guards; Corporals, 1st Bn. Queen's Royal Regiment; Corporals, 2nd Bn. Scots Guards; No. 3 Section M.G. Company, 1st Bn. Queen's Royal Regiment; No. 9 Platoon "C" Company, 1st Bn. Queen's Royal Regiment.

The late Private Plume was only 21 years of age and his death, the first which has taken place since the Battalion arrived here to supplement the Shanghai Defence Force, was deeply mourned by his colleagues. Private Plume was admitted to the Bowen Road Military Hospital about a fortnight ago suffering from jaundice and passed away at 2.40 p.m. on Monday. He was a native of Clapham Park, London, where his parents and several brothers and sisters reside. Much sympathy will be extended to them in their bereavement.

WEATHER REPORT.

The weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m. yesterday, stated:—

Pressure remains highest to the north of Japan. The depression has moved into Eastern Sea.

Local Forecast:—Westerly or variable winds, moderate, fair to rain.

THE TEACHING OF HYGIENE.

QUESTION RAISED AT SANITARY BOARD MEETING.

TAUGHT IN ALL GOVERNMENT AIDED SCHOOLS.

The question of the teaching of hygiene in local schools was brought up at a meeting of the Sanitary Board yesterday. The Director of Education reported that the subject was taught in all Government and grant aided schools and that particular stress was laid upon local conditions.

The question asked by Dr. W. V. M. Koch was:

"Can the Head of the Sanitary Department ascertain in how many Schools, Government Grant-in-aid and Vernacular, the subject of hygiene is taught?"

"What proportion do these bear to the total number of schools?"

"Is stress laid upon the application of hygiene to local conditions?"

"Is any test practical or written applied to ascertain the results of such instruction periodically during the year?"

To which the Director of Education replied as follows:

Hygiene is taught in all Government Schools and all Grant-in-Aid Schools.

It is taught in the Teachers' Class at the Technical Institute.

It is also taught in all Vernacular Schools having Standard IV. and upwards. In the Urban Districts the proportion of such schools is approximately 75 per cent.

In all cases stress is laid upon the application of hygiene to local conditions. The Vernacular Schools use a book specially compiled for Hong Kong.

Except in the case of very young children there are written or oral tests periodically.

Dr. Koch further enquired if the book referred to, which was in use in the Vernacular Schools, was that compiled by Dr. Pearce.

Those present were: Messrs. W. J. Carrie (President), J. P. Braga, Wong Kwong Tin, the Hon. Mr. H. T. Creasy, Dr. W. V. M. Koch, Dr. G. W. Pope (Medical Officer of Health), Dr. S. C. Ho, Dr. S. W. Teo and Mr. J. Watson (Secretary).

PEAK CHURCH WEDDING.

RICKETT-COX.

The Very Reverend the Dean officiated at the wedding at the Peak Church yesterday, between Miss Aline Beatrice Cox, of 100, Philbeach Gardens, Kensington, and Mr. C. A. L. Rickett, of 1A, Chatham Path.

The bride is the daughter of Mr. and Mrs. Douglas Cox of Worthing, Sussex, and late of Kobe, Japan. She was given away by the Hon. Mr. C. Gordon Mackie, and was attended by Miss Jean Mackie as bridesmaid.

Mr. Alan Reid was "best man."

White satin over pink georgette made a very lovely wedding dress, with pearl and diamond embroidery. The bride's mother wore beige satin, and the bridesmaid cyclamen crepe de chine.

The reception was held at "Craig Rhyie," 13, The Peak, and the bride left for the honeymoon in a flock of flowered chiffon and lace with a blue picture hat.

HEALTH OF THE COLONY.

LAST WEEK'S SMALL-POX AND ENTERIC CASES.

Six deaths from small-pox and four fresh cases were reported last week. There were six fresh cases of enteric but only one death.

There were also during this period two cases of diphtheria (one fatality), one death from typhoid and one from influenza. All patients were Chinese.

On Monday a Chinese case of purpural fever was notified.

BATHING FATALITY AT LAI CHI KOK.

FIRST AID BY QUEEN'S REGIMENT SOLDIERS.

Lam Chan Pang a Chinese youth about 18 years of age was drowned yesterday evening at about 6 p.m. whilst swimming at Lai Chi Kok Bathing Beach.

It was stated that the deceased, who was not a very good swimmer, accidentally got out of his depth. Some soldiers of the Queen's Regiment who were bathing close by at the time rushed to his assistance but they were too late. The boy was brought ashore and artificial respiration was tried but without success.

In the meantime a telephone message was sent to the Shum Shui Po Police Station and Dr. Newton was summoned. An ambulance from the Kowloon Fire Brigade Station was also sent to the Beach. Dr. Newton, however, could only say that life was extinct and the body was taken to the Kowloon Mortuary.

The deceased is thought to be a student, but nothing further is known of him except that he was living in Shanghai Street, Yau-mati.

CHINESE SOLDIERS OF PROPER TYPE.

30 GIVE BATTLE TO 500 BANDITS.

THE ANCIENT AND MODERN IN CONFLICT.

Taichow, Che., June 2nd.

One wonders sometimes whether, later, brigandage will become quite a respectable and recognized trade or profession in some parts of this district, writes a North China Daily News correspondent. It is certainly popular with a large number of inhabitants, and at times fairly lucrative.

A few weeks ago, about 500 of these gentry, hearing that the prosperous little town of Ling had been left temporarily in an undisturbed state, the soldiers having been withdrawn to operate a few miles away, felt that it offered an opportunity too good to miss. They accordingly entered the town through one of the rather ramshackle gates in the wall and commenced work. They had robbed a number of well-to-do business houses when about 30 soldiers entered by another gate and, without any hesitation, at once made for the part of the town where the pillaging was going on. True to the reputation enjoyed by soldiers down here, of showing no mercy to robbers, they opened fire as soon as they came in sight. The brigands were taken by surprise, but quickly returned the fire and for four or five hours the battle raged.

The soldiers, although they were only 30 to about 500, at last had the satisfaction of seeing the rascals take to flight into the country. They left behind them 10 killed and about a dozen wounded. The soldiers lost two of their number, and two children, getting in the line of fire, were wounded. The soldiers' conduct, in the circumstances, was most praiseworthy, and they showed splendid pluck and endurance.

Rain Needed.

Rain is badly needed all over the countryside. The canals are very low, and, unless rain comes speedily, there will be a serious loss all round. The mission schools are doing splendidly in this part of the world, and are well supplying a real need.

RIFT WIDENING IN SOUTHERN RANKS.

STRAINED RELATIONS BETWEEN FENG AND YEN SHIH SHAN.

JAPAN'S FEAR OF COMMUNIST INFLUENCE.

OUTBREAK OF LOOTING IN TIENTSIN.

Feng Yu Hsiang, unable to take possession of Shantung and Tientsin, which were originally allotted to him as his share of the spoils of the Northern Expedition, and being far from eager to accept them as his share now that the Japanese are in possession, is still determined not to be left without anything. He has consequently determined that he should have Peking and Tientsin, which were originally granted to Yen Shih Shan, and consequently Feng is far from pleased to find the Shansi commander in charge of both these cities.

Reports seem to show that the Christian General is at least considering the use of force to ensure that his ally does not remain in full possession of what he himself wants. Feng's troops are now surrounding Peking, and reports of a day or two ago announced that his troops there outnumbered the Shansi forces by at least two to one.

Early yesterday morning Chang Tsung Chang handed over Tientsin to Yen Shih Shan and left for Lutai, while his troops marched out to the north east, leaving Yen Shih Shan's delegate in charge with a small force. A certain amount of looting occurred later, and a number of the looters were shot by gendarmes. Patients were brutally treated in the hospital near the old French Cathedral.

FENG'S JEALOUSY.

(Wah Tsz Yat Pao.)

SHANGHAI, June 12th. Following upon the surrender of Tientsin by Chang Tsung Chang to the Shansi troops, General Yen Shih Shan dominates Peking and Tientsin.

Marshal Feng Yu Hsiang cannot countenance this as he has ambitions of controlling the metropolitan area. He, therefore, has changed his original plans and has ordered his troops to enclose Peking; his main forces are stationed at Nanyuan, Fengtai and Tungchow, which are all near the capital.

CHRISTIAN GENERAL'S CODE.

(Wah Tsz Yat Pao.)

SHANGHAI, June 12th. Marshal Feng Yu Hsiang has telegraphed to General Han Fu Chu, Peking, that he has determined not to extend his sphere of influence to Peking. He explained that the revolutionary spirit was to fight the tyrannical warlord for the benefit of the people, not to fight so as to gain anything from the people. He would still devote his entire energy to developing Honan, Kansu and Shensi. Therefore it was not necessary to go to Peking at present, trusting as he did that all political problems in Peking and Chihbi would be wisely settled by the Central Government.

FENG'S ASCENDANCY FEARED.

(THROUGH REUTER'S AGENCY.)

Tokyo, June 12th. The vernacular papers, commenting on the latest developments in China, divide their attention between the outcome of the internal strife amongst the Southerners, and the fear of Feng Yu Hsiang's ascendancy. This would result in the infiltration of Soviet influence in Manchuria.

The Jiji and Kokumin warn the Southerners that this internal strife will merely result in the substitution of new military factions for old, thereby negating the gains of the Northern expedition. The Chugai and Miyako are frankly fearful that, unless Japan takes timely action to forestall Feng Yu Hsiang's Soviet attempts to bolshevise Manchuria, trouble is likely to spread even to Korea. It is alleged that attempts are already being made to stir up malcontent Koreans.

LOOTING IN THE CITY.

(THROUGH REUTER'S AGENCY.)

TIENTSIN, June 12th. There has been some looting this morning, during which the hospital adjoining the old French Cathedral was entered, and patients were brutally thrown out.

Gendarmes shot a number of looters and the city is now tranquil, but there was desultory firing throughout the day. A number of bodies are being thrown into the river.

NORTHERN RETIREMENT.

(Chun Wan Yat Pao.)

SHANGHAI, June 12th. Under strong persuasion by various bodies, General Han Yuan Chuan has promised to discontinue fighting with the Northerners. It is expected that General Chang Tsung Chang and Sun Chuan Faug will shortly lead the remnants of their forces to Fengtien after they have succeeded in obtaining a certain amount of financial aid from the people of Tientsin.

BRITISH ATTITUDE TO NANKING.

NO FORMAL RECOGNITION.

WAIT AND SEE POLICY.

(THROUGH REUTER'S AGENCY.)

LONDON, June 11th. Comdr. Kenworthy, the Labour Member, who has been displaying considerable interest in China affairs, asked, in the House of Commons to-day, whether the British Government had recognised the Nationalist Government.

Mr. G. Lockyer-Lampson said that no formal recognition had been extended by His Majesty's Government to the Chinese Nationalist authorities, but communication with Nanking was still maintained, as in the past, through His Majesty's Minister, Sir Miles Lampson, or His Majesty's Consular officers, according to conditions allow or circumstances demand.

Commander Kenworthy:—Is the question of recognition now being considered?

Mr. Lockyer-Lampson replied that he did not think it would be proper to consider that at present. No civil Government existed in Peking at all, merely a military régime. We really must wait until we saw how affairs turned out.

Commander Kenworthy asked a further question, to which Mr. Lockyer-Lampson replied that the Chinese delegate to the League of Nations was appointed by the former Administration at Peking. Any readjustment in the Chinese representation must be a matter for China herself to settle with the League.

DEVELOPMENTS IN PEKING.

EXTRA GUARDS ROUND LEGATIONS.

(THROUGH REUTER'S AGENCY.)

PEKING, June 11th. Fresh developments are occurring here, following the incident in which the Kuomintang General, Han Fu Chu, went back on the pledge to allow General Pao Yu Lin's troops to march out to Manchuria with the honours of war, and which resulted in Pao's forces being made prisoner whilst Pao himself sought refuge in the Legation Quarter.

To-day, Marshal Yen Shih Shan and General Pei Chung Hai arrived here, and the operations in some quarters, which indicated that the Bankow forces may join Marshal Yen against Marshal Feng Yu Hsiang if the latter attempts to seize Peking and Tientsin, as appears likely at present.

Marshal Yen Shih Shan has appointed subordinate generals to maintain order at Taiyuan-fu, Pao-tung-fu, Chahar and Suuiyuan, thus indicating that he intends to remain here indefinitely. It is learned that General Han Fu Chu kept Marshal Yen waiting in a shed near Headquarters, and then came in in his shirt sleeves and behaved in a most off-hand manner.

Extra guards and sandbags were placed at the entrances to the Legation Quarter, and other precautions carried out, last night, owing to a report that an attempt might be made to kidnap General Pao Yu Lin, who is now staying at the Wagon Lite Hotel, but the night passed off quietly. It is understood that the Japanese are desirous of very strong action being taken if an unsatisfactory reply is received from Nanking to the Diplomatic Body's Note, as they are incensed at the scurrily treatment accorded by General Han Fu Chu to the Ministers on Saturday.

REHABILITATION OF NORTH CHINA.

PROVINCIAL GOVERNMENT FOR CHIHBI.

NANKING, June 4th.

With the withdrawal of the Fengtien troops beyond the Great Wall, the question of post-war rehabilitation in North China is now engaging the serious attention of the Central Authorities in Nanking.

After a series of conferences and telegraphic exchange of views among the various leaders in the Capital and Commander-in-Chief Chiang Kai Shek and Generals Feng Yu Hsiang and Yen Shih Shan, it is learned that the decision has been reached to re-organize the Taiyuan Division of the Central Political Council into the North China Division of the Central Political Council to include the Provinces of Shansi and Chihbi and the three Special Districts, Jehol, Chahar and Suuiyuan. Those members of the new Council already chosen are General Yen Shih Shan, Chang Chi, Chow Chen Ling and Shang Chen, with General Yen concurrently acting as Chairman. The order for the above appointments will be announced shortly.

It is understood that measures for the organization of the Chihbi Provincial Government have also been formulated by the Central Authorities and General Shang Chen will be appointed concurrently Chairman of the Chihbi Provincial Government.—Ruo Min News Agency.

DOMINIONS WIDER SCOPE.

CANADIAN LEGATION IN TOKYO.

TO ACT AS INTERPRETER.

(THROUGH REUTER'S AGENCY.)

OTTAWA, June 12th.

Prior to the prorogation of Parliament, the House of Commons, without a division, rejected the motion of Sir George Perley (Conservative) in favour of striking out the vote of \$50,000 for a Canadian Legation at Tokyo.

Sir George asked what would happen to British Foreign policy if all the Dominions had Ministers at Tokyo with divergent opinions. He urged a conference with other parts of the Empire before this step was taken.

Mr. Mackenzie King in his reply said that Canada was in a key position in respect of her Legations at Washington, Paris and Tokyo, and could use her position of influence to act as an interpreter.

With respect to Japan, their closer association might be most helpful to Britain. There was nothing in the proposal to appoint a Minister to Tokyo which savoured of an effort to gain independence of the British Empire, and it would help to maintain Canada's relations with other parts of the Empire.

Mr. Mackenzie King quoted a speech of Sir Esme Howard saying it was an excellent thing that Canadian affairs at Washington should be considered by a Canadian. He said that this was equally true in respect of Tokyo, and concluded by expressing his appreciation of the action of the Japanese Government in agreeing to restrict immigration to Canada.

CHANG'S DEATH AGAIN REPORTED.

(THROUGH REUTER'S AGENCY.)

Tokyo, June 12th. Official reports to the War Office indicate that Chang Tso Lin is dead, though definite confirmation is not available.

GOVERNOR OF BANK OF JAPAN.

FINANCIAL STABILITY.

HIS TASK ACCOMPLISHED.

(THROUGH REUTER'S AGENCY.)

Tokyo, June 12th. On the grounds that he has accomplished the stabilisation of the financial situation, for which he took office, Junnosuke Inouye has resigned the Governorship of the Bank of Japan.

Kuochi, Hijikata, the Vice-Governor, has been appointed to succeed Inouye, while Eigo Fukai succeeds Hijikata.

RUBBER EXPORT DUTY.

(THROUGH REUTER'S AGENCY.)

SINGAPORE, June 12th. The Federal Council has fixed the rubber export duty at one cent a pound. This will become effective on July 1st.

CUBA'S SUGAR CROP.

HEAVY OVER-PRODUCTION.

(THROUGH REUTER'S AGENCY.)

HAVANA, June 12th. The Government report states that Cuba's sugar crop for the season just ended is 27,649,000 bags, each of 325 lbs.

As a result of over-production, 80,759 bags go under the control of the National Sugar Commission.

TERRIBLE DROUGHT IN BRAZIL.

MEN AND CATTLE KILLED.

(THROUGH REUTER'S AGENCY.)

RIO DE JANEIRO, June 12th. It is reported that there have been over a hundred deaths from starvation in North-east Brazil as a result of a severe drought. Many cattle have perished.

MARXIST CABINET RESIGNS.

SOCIALIST EX-CHANCELLOR'S TASK.

(THROUGH REUTER'S AGENCY.)

BERLIN, June 12th. Hindenburg has accepted the resignation of the Marx Cabinet and has charged the Socialist ex-Chancellor, Herman Mueller, to form a new ministry. Herr Mueller, who is 62 years old, was Foreign Minister in 1919 and 1920, when he became Chancellor.

U.S. PRESIDENTIAL NOMINATIONS.

COOLIDGE WILL NOT RUN.

MR. MELLON'S CHANCES.

(REUTER'S AMERICAN SERVICE.)

KANSAS CITY, June 12th.

The Republican leaders of the National Convention have eliminated Mr. Coolidge as a possible nominee for the Presidency, thus apparently clearing the way for the nomination of Mr. Hoover.

Information has reached here that in the opinion of his closest friends Mr. Coolidge would not consent to run, even if the Convention were to stampede and nominate him. There is every indication that Mr. Mellon is entirely convinced that this view is correct, and the Pennsylvania Delegations Convention will vote for Mr. Hoover.

Pennsylvania's 79 votes would make Mr. Hoover's total exceed 600, whereas only 545 votes are necessary to nominate him.

RUBBER EXPORT DUTY.

F.M.S. FEDERAL COUNCIL DECISION.

SLIDING SCALE IN NOVEMBER.

(THROUGH REUTER'S AGENCY.)

KUALA LUMPUR, June 12th.

At to-day's meeting of the Federated Malay States Federal Council, the Chief Secretary, Sir William Peel, moved the reduction of the rubber exports duty to one per cent per pound.

Sir William said that the request for the reduction was made three months ago, but the Government as the trustee of public funds, which were bound to be affected to the extent of \$2,000,000, was unable to act hastily, especially as there was some doubt whether the reduction would benefit the dealer rather than the producer.

After considerable thought the Government accepted the view that it would mostly benefit the producer, and it is almost certain that the Government will revert to the sliding scale in November, with a minimum pivotal price of 30 cents per pound.

NEW ATLANTIC FLIGHT.

"DIAMOND QUEEN" AS PASSENGER.

LEVINE INTERESTED.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, June 12th. The aeroplane *Miss Columbia*, with Miss Mabel Boll, the "Diamond Queen," as passenger started from Roosevelt Field this morning for Harbour Grace, Newfoundland, preparatory to an attempt to fly the Atlantic.

Mr. Levine is said to be interested in the flight.

AUSTRALIA'S THANKS TO AMERICA.

"SOUTHERN CROSS" FLIGHT.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 12th. Mr. Bruce has cabled to Mr. Kellogg expressing appreciation of his message of congratulation on the flight of the *Southern Cross*. He states that the Australian fliers have paid the highest tributes to the part played by the two American participants in the great undertaking.

MRS. COOLIDGE ILL.

PRESIDENT'S HOLIDAY DELAYED.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, June 12th. It is announced from the White House that owing to the illness of Mrs. Coolidge, the President has temporarily postponed his departure to Wisconsin for the summer vacation.

UNIVERSAL PEACE.

REQUEST FOR CHURCHES AID.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, June 11th. Addressing a large assembly at a commemorative ceremony in connection with the Reformed Dutch Church, Mr. Frank B. Kellogg, the U.S. Secretary of State, announced that in addition to encouraging replies from Great Britain, Germany, Italy, Japan and the British Dominions regarding the Treaty for the outlawing of war, several other Governments had informally indicated a desire to participate.

Mr. Kellogg urged Churches all over the world to use their influence in support of the present movement towards conclusion of the Treaty.

FRENCH REVENUE.

ENCOURAGING FIGURES.

EXCESS ON BUDGET FORECASTS.

(THROUGH HAVAS AGENCY.)

PARIS, June 12th.

Revenue returns for May totaled Frs. 3,705,000,000, showing a decrease of Frs. 41,000,000 against May, 1927, and an excess of Frs. 278,000,000 on Budget forecasts. The total revenue of the first five months of 1928 amounted to Frs. 15,299,000,000, showing an increase of Frs. 152,000,000 on the same period last year, and an excess of Frs. 1,009,000,000 on Budget forecast.

WORKING HOURS CONVENTION.

GREAT BRITAIN'S VIEW OF WASHINGTON.

REVISION THE ONLY THING.

(THROUGH REUTER'S AGENCY.)

GENEVA, June 11th. In the course of the Labour Conference when the question of the non-ratification of the Washington Eight-Hour Convention was again discussed, Mr. H. Wolf, the British Government delegate, declared that his Government honestly believed that the revision of the Convention was the only true solution of the difficulty.

The British Government never had challenged and never would challenge the principles underlying the Convention.

Mr. Wolf then made a formal declaration of British policy to the effect that the British Government desired as a means of ensuring progress to define the Washington principles more precisely, thus laying the basis of uniformity and attaining such international action as was practicable.

SOVIET GOLD IN BRITAIN.

RUSSIAN BANK CONCERNED.

£27,000 STERLING TRACED.

(THROUGH REUTER'S AGENCY.)

LONDON, June 11th. Definite proof of Russian financial support to Communist agitators in Great Britain was forthcoming in the House of Commons to-day when, in reply to questions, Sir William Joynson-Hicks, the Home Secretary, disclosed the result of the enquiries instituted by the Home Office after the discovery that banknotes found in the possession of Irish gun-men had passed through Russian banks in England.

The investigation showed that between July, 1927, and April, 1928, at least £27,000 had been disbursed through Russian banks for the Communist parties in Great Britain.

The transactions took the form of the exchange of Bank of England Notes for Treasury Notes.

A considerable number of the Treasury Notes from the Russian banks had been definitely traced to the Communist Party of Great Britain and its allied bodies.

The transactions were carried out by a clerk in the Foreign Exchange Department of the Moscow Narodny Bank, Ltd., in London, and two employees of the Russian trading institution "Centrosyus."

All three had been dismissed from their employment, and the directors of the firms disclaimed all knowledge of the transactions.

A number of other employees of the two concerns, suspected of possible complicity, had also been discharged.

Replying to supplementary questions, Sir William Joynson-Hicks said he would submit the matter to his legal advisers and act upon their advice.

GERMAN ECONOMIC RECOVERY.

SPLENDID PROGRESS MADE.

WORKING OF DAWES SCHEME.

(THROUGH REUTER'S AGENCY.)

BERLIN, June 11th. The plea that in the interests of the creditor Powers and of Germany herself, the final amount of Germany's reparation liabilities should be fixed as soon as possible is made by Mr. Gilbert Parker, Agent General for Reparations since 1924, in his latest report dealing with the working of the Dawes Plan.

He expresses the opinion that Germany will be able to pay the annuity of 2,500,000,000 marks due in the next annuity year, and pays a tribute to the stability of the Reichsmark.

He further remarks upon the splendid progress of the German economic recovery and is satisfied that the expected expectations that the German people are able to respond to the conditions of the Dawes plan have been amply confirmed.

PLIGHT OF POLAR EXPLORERS.

ADRIFF ON ICE FLOES.

INJURED WHEN "ITALIA" CRASHED.

(THROUGH REUTER'S AGENCY.)

ROME, June 11th.

The first authentic story of the disaster to the Polar airship *Italia* comes to hand to-day from a rescue party which has reached North East Land, and has two distressed parties within sight.

From official sources, it is disclosed that while the airship was flying towards land, the gondola, containing General Nobil and eight of the crew, broke away from the airship, and crashed to the ground.

Seven members were left in the airship, which continued for some little way and then came down about thirty kilometres east of the spot where the gondola crashed. The two parties were wrecked on different ice-floes and were unable to establish contact.

Parties Sighted From Land.

Both are now visible from North East Land, but it is impossible at the moment to proceed to their relief.

Two of the men with General Nobil were badly injured in the crash and the doctor of the supply ship, the s.s. *Ulla di Alzano*, has wireless instructions for their treatment.

The ice-floes on which members of the *Italia*'s crew are marooned are slowly moving in a north-west direction.

General Nobil's position is approximately six miles from Feyn Island.

Injuries And Frost Bite.

Later messages from Oslo and King's Bay show that the crew is in a serious plight. Several men are suffering severely from frost-bitten hands and feet, while further trouble has been caused as the result of a splitting of one of the ice-floes which has divided the party into three groups.

The ice is drifting and is almost impassable.

General Nobil is now marooned with four others who were carrying their two broken-legged companions towards the relief ship *Ullanza*.

Another party is seven in number. It is in a position about twenty miles to the east of Nobil's party.

Another group is composed of three men only. They have not been seen for some time, but when last observed were struggling towards the nearest land.

Relief Expeditions.

The Russian, Norwegian, French, Swedish and Finnish Governments are now all officially participating in the relief of the distressed explorers.

The Italian air service is sending a Dornier Walh machine on June 12th.

Moscow, June 11th. The marooned *Italia* crew has been observed north of North East Land and a powerful ice-breaker has been ordered to prepare to start with an aeroplane.

SPITZBERGEN, June 11th. Another ice-breaker, with an aeroplane on board, has been ordered to proceed immediately to Fort Hope.

Reports Denied.

ROME, June 12th. The official agency denies that the Norwegian airman, Lutwog Holm, has discovered two injured members of the crew of the *Italia* in the course of his flight, nor has he found two suffering from frozen limbs.

Weather at Spitzbergen is milder, but a great part of the expedition's provisions and other equipment was lost when the airship landed and the cabins and engines were smashed.

Amundsen, commenting on the report that Nobil and his companions were making their way towards North East Land, considered that much progress was unlikely, as ice hummocks in that part are sometimes thirty feet high.

65 YEARS SERVICE.

REUTER'S AUSTRALIAN MANAGER DIES.

(THROUGH REUTER'S AGENCY.)

MELBOURNE, June 11th. The death has occurred of Mr. Henry Michael Collins, at the age of 63. The late Mr. Collins entered Reuter's Service 65 years ago, and was Reuter's General Manager in Australia for over 30 years. He retired in 1910.

THE FLIGHT TO INDIA.

FIRST STAGE COMPLETED.

(THROUGH REUTER'S AGENCY.)

SORIN, June 11th. The aeroplane *Princess Xenia*, piloted by Captain C. D. Barnard and Flying Officer E. H. Elliott, which left London for India with the Duchess of Bedford as passenger, arrived here last evening, and departed early this morning for Aleppo.

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to
H.M. King George V.



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HONG KONG LADIES' HOCKEY CLUB.

PROSPEROUS CONDITION.

NEW MEMBERS WILL BE
WELCOMED.

The second annual general meeting of the above Club was held at the Helena May Institute, at 5.30 p.m. on Monday, Miss E. J. Coppin being in the chair.

Of club members, the following were present:—Mrs. H. R. Andrews, Misses E. Baker, E. Bell, I. Bell, E. J. Coppin, B. Franklin, P. Goodall, M. Hanson, E. Leign, N. McNeillie, E. O'Hagen, M. Pope, E. Russell, D. Stanion, W. Wallace, J. Whyte.

Officers for the ensuing year were elected as follows:—Captain: Mrs. H. R. Andrews; Hon. Secretary: Miss E. J. Coppin; Assistant Hon. Secretary: Miss P. Goodall; Hon. Treasurer: Miss E. R. Bell.

The accounts were read and passed, showing a balance in hand of \$21.10.

It was announced that during the year eight matches were played, of which four were won by the Club, three lost, and one drawn. In addition to matches weekly practice games were played at Happy Valley, on the ground provided by the Hon. Mr. H. T. Jackson, Director of Public Works, to whom the Club's thanks are extended, as also to the Royal Naval Recreation Club, whose ground was used.

As regards subscription, on the Club's formation it was decided that this should be \$5 per annum (no entrance fee). At this meeting, however, it was decided that on account of increased membership a subscription of \$1 per annum, and \$1 entrance fee would be sufficient.

The Club will welcome still further regular playing members, and applications should be sent to the Hon. Secretary, c/o Messrs. Butterfield & Swire.

LADIES' RECREATION CLUB.

AMERICAN MIXED DOUBLES
TENNIS TOURNAMENT.

Entries for above Tournament for prizes kindly presented by Mrs. R. Hancock, Mrs. Tottenham and Mrs. Doyle's close to-morrow. Play is to commence at 4 o'clock. An Exhibition Match will be played at 4 o'clock—Lieut. Hale and Mr. McEachran p. Dr. R. E. Tottenham and Professor F. A. Redmond.

COUNTY CRICKET.

9 WICKETS WIN FOR
SOMERSET.

[THROUGH REUTER'S AGENCY.]

Somerset defeated Worcestershire at Stourbridge by 9 wickets in a low scoring game.

Worcestershire 117 (White 5 for 57) and 115 (Hill 5 for 36).
Somerset 134 (Tarbox 6 for 54) and 102 for one wicket.

Notes v. Leicestershire.

Notes gained a very easy victory over Leicestershire, scoring the big total of 487 for 8, and winning by an innings and 92 runs.

Notes 487 for 8 wickets, innings declared closed (Carr 150, Whysall 127, Payton 100 not out).
Leicestershire 103 and 201.

BIG FOOTBALL TRANSFER.

C. JONES GOES TO THE
ARSENAL.

The most important transfer since the close of the football season was arranged when the Arsenal club signed on Charles Jones, the Nottingham forward.

Jones, who can play either inside or outside left, is one of the cleverest forwards in the game. He made a meteoric appearance in the Welsh team against England on the Crystal Palace ground two seasons ago, and since then there have been many applications for his transfer.

Among the clubs who tried to persuade the Forest to release him last season were Everton and Middlesbrough, and as much as £7,000 was offered.

The Arsenal have paid substantially less now for Jones's transfer despite the fact that they had to meet the competition of Liverpool.

Jones left London with Mr. Herbert Chapman for Copenhagen to join the Arsenal team, who are to play there on Sunday. He is 27 years of age. Before going to Nottingham he was three seasons with Oldham Athletic.

Roberts For Hotspur.

Tottenham Hotspur have secured the transfer of Tom Roberts, the international centre forward, from Preston North End.

J. Harrington, outside right, who has been with Wolverhampton Wanderers for five seasons, has been transferred to Northampton Town. Northampton have also secured the transfer of T. G. Hicks, a left back, from Nottingham Forest. Before joining the Forest Hicks was with Preston North End.

Southend United have secured the transfers of D. Robinson, full-back, from Leeds United, and R. Woodhouse, wing forward, from Birmingham.

William Haines, the Portsmouth F.C. centre forward, has been transferred to Southampton.

CHINA'S FUTURE CAPITAL.

SHANSI TUCHUN URGES
PEKING.

SOUTHERNERS LEADERS
FAVOUR NANKING.

A BREAK WITH THE PAST
IMPERATIVE.

With the capture of Peking, the question of where the permanent seat of the Central Government of China should be established has again come up for serious consideration, says the *Kuo Wen News Agency*.

General Yen Shi Shan has telegraphed to Nanking proposing to move the seat of the Nationalist Government of China to Peking, urging that the Government buildings have already been built there and that Peking is in closer touch with Manchuria, Mongolia and the various foreign Powers with the Diplomatic Body there.

Mr. Chang Ching Chiang, Chairman of the National Central Executive Committee, is very strong on making Nanking the permanent seat of the Nationalist Government of China. This was the cherished wish of the late Dr. Sun Yat Sen, and the remains of the founder of the Kuomintang are to be moved from Peking to Nanking to be buried there. Mr. Chang Ching Chiang believes that the Nationalist principle of reconstruction demands a clean break with the old officialdom as suggested by the Imperial Palace of Peking.

Nearness To Shanghai.

General Li Lich Chun, Chairman of the Nationalist Central Military Council, supports Mr. Chang Ching Chiang in this respect. He points out that Nanking is near to the largest seaport in Asia, Shanghai, which is virtually the commercial metropolis of China and connected to Nanking by one of the best railways of the country. With the facilities on the Yangtze River, the coast, shipping lines and the railways built and to be built, Nanking is within much better reach of all parts of China and the principal world ports than Peking.

General Li believes that, with the Nationalist Central Government permanently established at Nanking, Chinese merchants and financiers will soon invest in Nanking and the cities along the Shanghai-Nanking Railway. They have already invested hundreds of millions of dollars in the French and International Settlements of Shanghai and there is no reason why they should not be encouraged to invest their money in Nanking.

Land Values Pay Costs.

General Li declared that, once the Nationalist Central Government is recognized by the foreign Powers and the foreign Legations have been moved down from Peking, land values in Nanking will surely increase considerably, beyond what ever it may cost the Government to put up new modern Government buildings and other municipal improvements in that city.

General Chiang Kai Shek and General Tan Yen-i share the view of Mr. Chang Ching Chiang and General Li Lich Chun.

As indications of the unanimous decision of the Nationalist central authorities of China to make Nanking the permanent seat of Government of China, the various Nationalist Government Ministries have sent their representatives to Peking to take over the official documents of the various Northern Government Ministries and sub-organizations.

Peking A Branch District.

It is likely that Peking will be made the seat of a branch Nationalist Political Council to administer the former Metropolitan District of Peking and the provinces of Chihli and Shantung. General Li Lich Chun has been mentioned for the post of Chairman of the Peking Branch of the Nationalist Political Council, while General Yen Shi Shan will continue to be Chairman of the Taiyuanfu Branch of the Nationalist Political Council, to administer the province of Shansi and the three Special Administrative Districts of Suiyuan, Chahar and Jehol.

CHINESE FOR U.S.A.

SINGAPORE SMUGGLING
AGENCY.

DISCOVERY BY LOCAL
POLICE.

Singapore, June 6th.

A sensational discovery, and one that will be very welcome to the U.S. immigration authorities, has been made by the Singapore police, who have unearthed what appears to have been a well-organized agency for smuggling Chinese from this port into America. The fee charged was \$2,300 gold, and it is believed that the agency has flourished for a number of years.

Remarkable documents have been found during a raid on a Chinatown house. The raid was the sequel to a discovery at Port Said. On the arrival there from Singapore of an American bound vessel a number of Chinese stowaways were found on board. The men said they had boarded the vessel at Singapore, and they were accordingly transferred to a Singapore bound vessel. Apparently at that stage there was no suspicion that the men were anything but stowaways in the ordinary way. The circumstances of their return to Singapore, however led to their being closely questioned by the local police, who had begun to suspect that something was wrong. The men, however, would say nothing, and they were released.

Confession To Police.

Having failed in their objective these Chinese went to their agency friend and demanded the return of their money, but this man refused to pay. Foiled in their attempt to get back their money, they went to the police officer who had previously questioned them, and declared their willingness to speak. They had been put on board this ship, they explained, by persons who, for the sum of \$2,300 gold, to be paid by each of them, promised to land them in the United States. They were hidden in the hold of the vessel at Singapore, and were later transferred to more confined quarters in another part of the vessel. There they remained all the time they were on board. It was deep down in the ship, and the danger of fire precluded the use of a light. In the Red Sea, the heat became unbearable and rather than remain any longer in their cramped quarters the men gave themselves up.

Agent In America.

It is said that the police raid has produced evidence that supports the men's story, and that the plan included the co-operation of a person or persons on board the selected vessel, whose business it would have been to baffle the vigilance of the United States immigration authorities when the ship arrived in an American port. The sum of \$2,300 gold was to be paid in cash if possible. If by instalments, then as high a first payment was demanded as the individual was able to pay. The balance was to be paid in instalments in the United States. The payment of the instalments in the United States, it was disclosed by the police raid, was arranged for in written agreements to which the individual's photograph was affixed, and the money was to be collected at the other end by an authorized and named agent of the Singapore agency.

The police found in the raided premises eleven more Chinese waiting to be shipped. One of the two arrested men is said to be the principal, and the other his clerk.

Police Court Proceedings.

Wong Ting Soo and Jeong Tan Loy were produced before the Second Police Magistrate (Mr. W. N. Gourlay) on a charge of falsely representing that they could smuggle into the United States one Koh Eng Hin, and thereby inducing him to pay them the sum of \$300. Acting Chief Det. Insp. Johnson said he "opposed" bail, but if the magistrate decided to allow bail, he would ask that substantial security be required.

The magistrate pointed out that the offence was a bailable one. He fixed bail for the first accused in the sum of \$2,000 and for the second accused in the sum of \$1,000.

No bailors came forward and the men were removed in custody for a week.—*Straits Times*.

REPAIRING MEN'S LIVES.

"SHOP" CATERING FOR
THE UNHAPPY.

ANTI-SUICIDE BUREAU.

"Broken Hearts Mended.—Waning Affections Revived.—Suicides Prevented.—Crime Nipped in the Bud." What would be your impression if you saw the above inscriptions on a sign-board over a shop?

You would probably regard the whole thing as nonsense, says a *Daily Express* correspondent. Yet it is the truth that those statements have been justified a thousand times in connection with the human repair shop—officially described as the reconciliation bureau, which, beginning with the anti-suicide bureau, has been conducted for many years by Colonel Chapman, of the Salvation Army.

Reconciliation Office.

"The reconciliation bureau," said Colonel Chapman, "does not displace the much older anti-suicide bureau, which has dealt with over thirty thousand cases in the last twenty-five years. It was inaugurated in the summer of 1923, so that I have already had a good deal of experience in dealing with hundreds of recalcitrant husbands and wives which come into court. But before touching on that, I should like to tell you of a matter which I dealt with quite recently, where the interest is commercial, where the matter came to me as the result of attempted suicide, and yet where what may well be called reconciliation played its part, in remedying an undesirable state of affairs."

"During the better part of his life this man had been employed in an important position by a big firm, which, of course, I must not identify. When the directorate found that, owing to age and ill-health, he was not up to his work, they diminished his powers and had finally side-tracked him."

Acute Depression.

"The new work was light, but, X, as I will call him, found that it was too much for him, and his depression became so acute that he attempted suicide as the way out. When X spoke to me he seemed to think that everything was his own fault, but when I got all the facts from him I took a different view of the matter. During the time that the doctor was putting in his good work I interviewed the chairman of the company, and reminded him that in the beginning he and X had worked together abroad, when all that the company owned was a few sheds, whereas it now owned a fleet of ships."

"The chairman seemed a hard man, but he was much moved by the time I had finished. I have been weak, he replied, and thoughtless, too, but I will assert myself at the next board meeting. It is desirable that he should attend and speak for himself. Do you think he will be able to do so?"

All Deeply Impressed.

"I replied that I thought that he could—and he did. He turned up in better health than he had enjoyed for a long time, and one of the other directors told me that he spoke so well and so modestly that they were all deeply impressed, and the chairman became so happy that he rose to his feet and said: 'There is no need for our friends to say any more. He was my loyal and invaluable colleague in the long ago when this firm began its operations. Where he sowed we have reaped. He must have a good round sum down, and an adequate pension for life. We will vote on that now.' The motion was agreed to with but one dissentient."

"In other cases, as in this," Col. Chapman continued, "I have found that the disinterested and detached view of a third party, combined with imperturbable persistence and tact, will work wonders. Human nature is good, but sometimes has to be brought to its bearings. In fact, we have succeeded in at least 90 per cent. of our efforts."

Not Many Peacemakers.

"In the adjustment of matrimonial differences we have been very successful," provided that neither of the parties has resorted to litigation. The chill of publicity and the attitude of the opposing solicitors seem to kill all kindly feeling."

"Apart from that, our enemies are the relatives, who, in so many cases, foment trouble for the sake of a thrill and something to talk about, like the slanderous gossip of a village. I wish I could say that peacemakers are in the majority. They are not."

The recent increase in the number of private aeroplane owners in England—there are now more than 100—has led to a certain amount of buying and selling of second-hand machines. Second-hand aircraft are being advertised in the technical papers, and a market similar to the second-hand motor-car market, is gradually growing up.

GOOD ROADS FOR CHINA.

AMERICAN EXPERT'S VIEW.

ADDRESS TO TIENTSIN
ROTARY CLUB.

GOOD TRANSPORT CHEAP IN
THE END.

Mr. Walton Schmidt, field representative of National Automobile Chamber of Commerce, New York, in addressing the Tientsin Rotary Club said: I am in China at the invitation of your motoring organizations but I am not here to try to tell you how to run your city or your country. However, with an ever increasing number of motor vehicles, you are now facing problems upon which America has been working for 20 years. Our only object is to tell you what we have found out about taking motor cars, about building good roads and controlling traffic, trusting it will be helpful.

Motor Cars Not A Luxury.

North China has in operation about 5,000 motor vehicles. I have heard it said that because she is adding many a year to that number she is extravagant and is spending too much money on motor cars.

It has not worked out that way in America, which spends more money on motor cars than any other country, and I am sure it will not work out that way in your country. It is not extravagant to spend money on motor cars, because they earn their keep and leave something over for profit.

We have over 23,000,000 motor vehicles in America. Last year our citizens were so convinced of necessity of economical individual transpiration that they spent over three billion dollars for motor cars, trucks and buses.

And yet America is prosperous. She does not have these millions of motor cars because she is prosperous. It is rather the other way round—she is prosperous because she has millions of motor cars.

Then you must remember that a large investment in motor vehicles by any country without adequate provision in the way of good roads for these motor vehicles to run upon, will mean such high operating costs, that you will be paying for good roads whether you have them or not. I am going to prove this to you by my experience in America.

It is evident that North China has decided to buy motor cars and that you appreciate the advantages of motor transport over other forms of transportation. Your registration figures show this.

Economists tell us that the progress of any country can be measured by the effort that country is making to reduce the cost per ton-mile of transportation. Our tests show that on a dirt road you will get about 14 ton miles to the gallon of gasoline, on a good gravel road about 21 ton miles and on a paved road 31 ton miles. A ton mile is the movement of one ton one mile.

Remember in considering these figures that a one ton truck, loaded with another ton of goods means that two tons are moving over the highway. So if you get seven miles to the gallon with such a load you are getting fourteen ton miles.

We have also proved that your tires will last six times as long on a concrete or paved road as on a gravel road, and of course, as you reduce wear and tear on the car you reduce the need of repairs and the car lasts longer.

So since you are investing large sums of money in motor cars, you want to operate these cars as cheaply as possible, especially in a country where the initial cost is so high and where you pay so much for fuel. By building good roads you can reduce the cost of operation. That is what every other country is doing in its efforts to compete with other countries.

Taxation.

Now we come to the important point of paying for the construction of new roads and maintaining and improving those already in existence.

The first thought is "Tax the motor vehicle which uses the roads." That is a good theory, but a country in an initial state of road development cannot afford to wait for good roads until taxation from motor vehicles provides enough money to build roads.

It is a mistake to consider improved roads luxuries to be enjoyed if they can be afforded, but not essential to the economic health of the community. The fact is that we lose more by failing to improve our main highways than it costs to improve them.

For, whether we build and maintain adequate highways or not, such highways as we have are used daily by an increasing number of motor vehicles. As I have mentioned before, for the movement of every vehicle there is a certain cost—cost which is less if the road is improved than if it is left in a state of nature.

(Continued on next column).

MAHARAJEE'S FAIRY PALACE.

FOUNTAINS IN HER PRIVATE
ROOM.

£300,000 HONEYMOON.

Paris, May 13th.

A vast throng of curious residents and visitors in the suburb of St. Germain spent to-day peering through the gates of the magnificent estate of the Maharajah of Indore, in an attempt to see his American bride, the former Nancy Anne Miller, of Seattle, now known by the Hindu name of Sita Devi.

The maharajah and the maharajee, who have just arrived there from India on their honeymoon, had apparently locked themselves in their Francois I. castle, which has been fitted out in luxurious style, but Mrs. Schoeffler, the maharajee's grandmother, sat under a large red sunshade on the lawn, her high Victorian lace collar forming a strange contrast with the scarlet veil and long golden earrings of a young Indian woman at her side.

Indian Costume.

A number of servants in Indian costume appeared at the windows from time to time, but otherwise there was little to suggest that a bit of the picturesque East had been transplanted here at a cost of £300,000 for a maharajah's honeymoon.

Mrs. Schoeffler, who has enthusiastically sponsored the romance, stated in an interview at Marseilles that she would like to take her grand-daughter's husband to Seattle this summer to present him to the home folks.

The telegraph office at St. Germain has been kept busy with cabled invitations from America, including one from a local "boosters' association."

The maharajah's arrival at St. Germain has caused a wave of prosperity in the town. Hundreds of painters, plasterers, carpenters, and decorators have been working on the castle during the past year, and, in addition, the maharajah has employed thirty gardeners and seventy house servants.

The maharajah has apparently done everything to make the castle, which overlooks Paris 50 miles away, as charming as possible. In one sunny corner he has installed a private corner for the maharajee, fitted in the most gorgeous style with tiny fountains, rich silk hangings, hundreds of beautiful cushions, and all kinds of strange string instruments for his bride to play on.

He has also given his bride ruby, emerald, diamond and pearl necklaces that are priceless, as well as much other family jewellery.

ELOPEMENT PLANS FAIL.

MAN SENDS THE WRONG
LETTER TO HIS WIFE.

Thomas Henry Cavanagh, a laundry manager, of Cheltenham Spa, who was summoned by his wife at Maidstone Police Court, was stated to have planned to leave her and run away with another woman.

It was alleged that he wrote two letters. One was to the "other woman," making arrangements to meet her on the Continent, and the other was to his wife.

He put the letters in the wrong envelopes, and his wife received that intended for the other woman. The Bench granted a separation order and ordered Cavanagh to pay his wife 25s. a week.

Therefore, in order to get all the benefits of motor transportation and the benefits of low operating costs which come with good roads, we believe in America that there should be general taxation for highway construction and special taxation of the motor vehicle and gasoline for maintenance.

Bond Issues.

Bond issues should always be the means employed for financing highway construction, and our experience has always been that where this is done, the increase in wealth and the lowering of operating costs returned dividends more than adequate to defray the entire cost of the development.

We believe in a low registration fee and a gasoline tax which is, of course, a tax based on highway use. The heavy truck uses more gasoline than the light truck and thus pays for the extra wear and tear on the highway. The man who does not use his motor car very much pays less than the man who uses his constantly. Forty-six out of our 48 States in America now have a gasoline tax which runs from one cent a gallon to five cents a gallon.

We believe very earnestly that all money collected from motor vehicles should be devoted to highway use and kept separate from other revenue in the accounting system of the Government. We believe it should be collected and expended under centralized State control.—*N.C. Daily Mail*.

"WHIPPET"
"THOSE PRICES DESERVE YOUR ATTENTION."

THE
BEST
VALUE
FOR
MONEY
OBTAINABLE

DISTRIBUTORS: GILMAN & CO., LTD. HONG KONG.
SERVICE: DURO MOTOR CO., LTD. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 13th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Kowloon Motor-cycle Club—The Motor Stethoscope—200,000 Cars in U.S. by 1939—King Amanullah visits Rolls-Royce—The Architect and the Garage—Motor King living in Poverty—Motor Transport in Kueichow.

"WHIPPET"

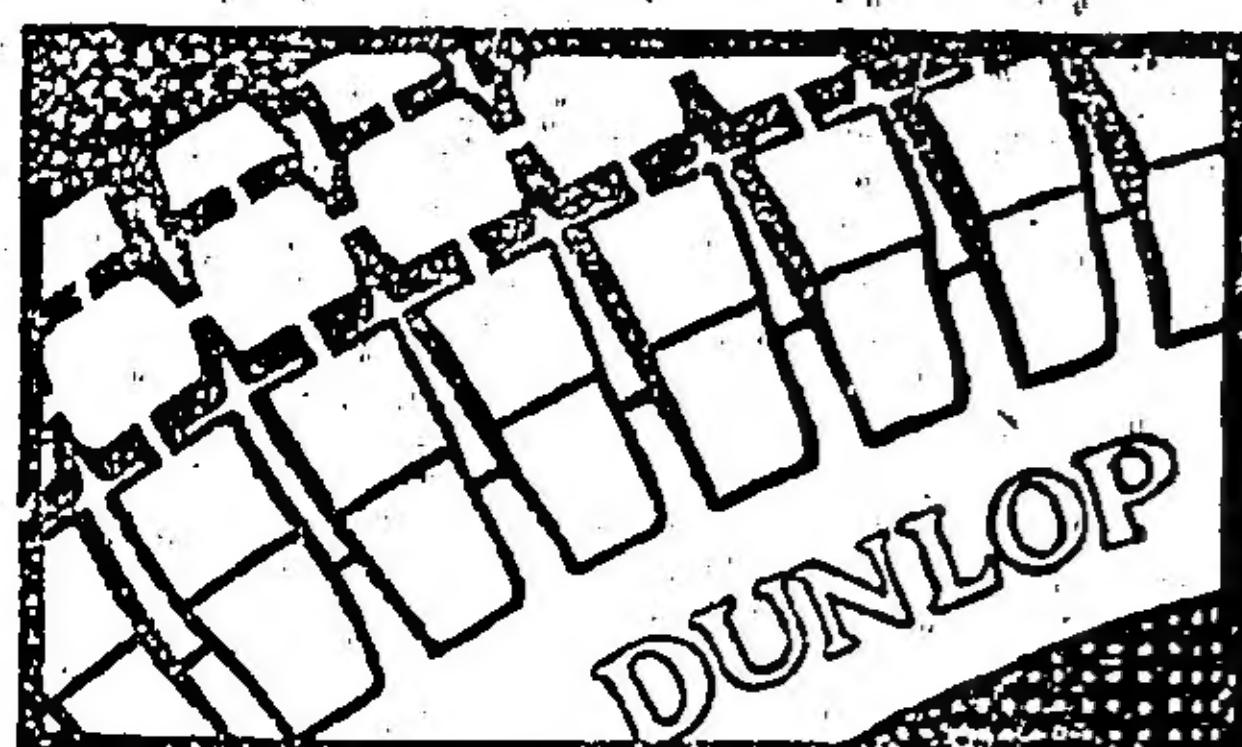
MODEL 96

TOURER	H.K.	\$1,530.00
ROADSTER	H.K.	1,720.00
COACH	H.K.	1,850.00
SEDAN	H.K.	1,950.00
C. COUPE	H.K.	1,850.00

DISTRIBUTORS: GILMAN & CO., LTD. HONG KONG.
SERVICE: DURO MOTOR CO., LTD. KOWLOON.



WHEN ladies started cycling thirty-one years ago they rode on Dunlop tyres. And the lady cyclist of these days accepted Dunlops as a matter of course. You wanted a pneumatic tyre—you ordered a Dunlop. A Dunlop tyre was no novelty to them. Simply because even at that time Dunlop had been making tyres for ten years. To-day, of course, Dunlop have been makers—and the leading makers—of pneumatic tyres for forty years. There's a deal of experience to be gained in forty years of tyre making for every kind of vehicle running on every kind of surface, and at speeds ranging from the 20 miles per hour of the early motor carriages to the 203.8 miles per hour of Segrave's Sunbeam.



Only DUNLOP Experience covers the whole history of the pneumatic tyre.

DUNLOP
MADE IN ENGLAND

DUNLOP RUBBER COMPANY, LIMITED.
LOCAL BRANCH:
16A, DES VŒUX ROAD CENTRAL.

MOTOR NOTES.

CARS ON "DIRT."

The prediction that car clubs would soon fall victims to the fascination of dirt-track racing is being fulfilled, says *The Light Car and Cyclecar*. "Emergency" meetings are being held by several committees with the object of "bagging" a suitable track at an early date. The Greenford oval is one of the most suitable near London for four-wheelers, and already the Junior Car Club has made arrangements to hold a meeting early in June—subject to the R.A.C. approving the track.

This dirt-track racing is a big thing; whether or not it really lends itself to cars will be proved by the J.C.C. event. Up to the present it has been confined to motorcycles, where it presents a spectacle of an extremely thrilling character.

CAR EQUIPMENT THIEVES.

With the increase in mass-produced cars it has become advisable to fit a security lock on the spare wheel. A friend of mine, says a writer in *The Light Car and Cyclecar*, arriving home from a short trip to the seaside, discovered that his spare wheel, with a brand-new tyre, had been replaced by another with a tyre almost useless for further service. Someone had cleverly effected the change while the car was parked near the beach. *Verb. sap.*

UNOFFICIAL TRAFFIC CONTROLLERS.

"I think it should be known," said Judge Cluer the other day in the Croydon County Court, "that motorists are not entitled to rely on officious people to signal them on. They must rely on their own discretion in such matters." These were wise words and they deserve the widest publicity that can be accorded to them. Street-corner loafers and others—no doubt with the best intentions in the world—are very apt to undertake a little traffic regulation on their own account and to give signals to oncoming "motorcyclists" and car drivers in the manner of a policeman on point duty. Naturally enough, says *Motor Cycling*, their judgment is not infrequently at fault, while, if one driver acts on the signal, there is no guarantee that another, approaching the crossing from a different angle, will do so. Amateur pointmen have already caused some nasty accidents and they are best ignored.

SAFE MOTORCYCLES.

We learn from *Motor Cycling* that figures recently published bear out the contention that the motorcycle is innocent of the charge of being a dangerous vehicle, still urged against it in uninformed quarters. The White Paper lately issued by the Home Office, for instance, shows that the accident figures in respect of cars are actually a shade higher than those for motorcycles, while in any analysis of motorcycle accidents it is noteworthy, incidentally, that the number given for machines carrying a pillion rider is less than a third of that of the solos. Dr. Waldo, the senior coroner for London, has issued his annual report on road accidents, and in this it is noted that while motor lorries head the list of vehicles responsible for fatalities, motorcycles are not mentioned at all! If, as the authorities have vindicated the contention that motorcyclists have urged for years past.

CARS FOR DIPLOMATS.

The British Foreign Office has ordered a Long 20 h.p. Armstrong Siddeley "Maythorn" Enclosed Limousine, painted dark blue, for the use of H.B.M.'s Minister at Vienna. Major E. T. R. Wickham, M.V.O., of the British Legation, Kabul, has ordered an Armstrong Siddeley Short 20 h.p. "Croydon" Fabric Six-windowed Saloon.

A MORRIS RAILWAY STATION.

In order to provide for the increasing traffic as the result of the vast development of Morris Motors, Ltd., at Cowley, Oxon, the Great Western Railway Co. are now building a special station in the vicinity of the works. Situated between Wheatley and Littlemore, it will be called Morris Cowley. (Continued on next column.)

THE ARCHITECT AND THE GARAGE.

WELCOME EVIDENCE OF EFFORTS TO IMPROVE DESIGNS.

It is indeed a pleasing sign of the times, remarks *The Motor*, that a journal devoted to architecture and building is interesting itself in the design of service stations and garages. Not less satisfactory is the fact that those responsible for erecting new premises devoted to the service of motorists are employing architects of note to assist in the design and layout of the buildings and surroundings.

It is the most hopeful constructive move in a right direction we have had to deal with for some time, for we have always believed that, in the long run, the weight of public opinion would prevail and the obsession that any sort of a shack would serve for the purpose of meeting the conveniences and requirements of the motoring community would go.

Our contemporary publishes photographs of two garages which recently have been designed by architects, and in connection with these the comments and criticisms on the designs by *The Architect and Building News* are reprinted.

In connection with several of the recently erected garages, *The Motor* is pleased to note a tendency to do away with the colour schemes which have been responsible for the aggressive and displeasing aspect of pumps. Many stations now have these pumps painted uniformly in white, and there is no doubt the effect is distinctly better. It is the opinion of the Editor that garage proprietors who bring architectural skill to their aid in garage designing will benefit as a result, for the goodwill of the motoring public will be favourably influenced by every effort to introduce standards of design which will please rather than repel.

THE KOWLOON MOTOR-CYCLE CLUB.

In spite of the threatening rain-storm several members of the Kowloon Motor-Cycle Club met on Saturday at the "Star" Ferry, Kowloon, for the Club's first run. The outing was most enjoyable and entirely free from mishap. Several who were not present at the first meeting the previous Saturday turned up and were duly supplied with a copy of the Rules of the Club.

Thanks to the Brother Director of St. Joseph's College, the Club has been permitted to use the basement of the School premises in Chatham Road as a Club House. The basement will be entirely fitted up by members and electric lights will be installed. Later, as the Club's finances improve, a complete workshop outfit will be installed and placed at the disposal of the Club members.

This Saturday's Run.

Weather permitting, another run will be held this Saturday and it is hoped that all members will try to be present.

GOVERNMENT CONTRACT FOR MORRIS COMMERCIALS.

The British Government has just placed a large order with Morris Commercial Cars, Ltd., of Birmingham, for 327 six-wheeled vehicles for the Royal Air Force, including ambulances, lorries, staff cars, tenders, and various other types of bodies, representing approximately the sum of £200,000 sterling. The Morris Commercial Six-wheeler has developed rapidly and its popularity appears to be a clear pointer to a most important phase in the whole development of motor transport. The six-wheeler has proved invaluable to both military and commercial users, while its efficient performance over virgin ground can be appreciated only by those who have witnessed a demonstration.

ON RECORD!

"Where is the car I left parked here?"
"I can only tell you where part of it is."
"Quick, tell me!"
"A copper came by and took the number!"—*The Motor*.

THE MOTOR STETHOSCOPE.

LOCATES ALL TROUBLES—AT ONCE!

MOTOR SUNDRIES COMPANY INVENTION.

The Motor Sundries Company of 24-25, Great Russell Street, London, W.C.1., has forwarded us a description of their latest device, the Motor Stethoscope, which is described as "indispensable for locating sounds caused by defects in motors and all moving mechanisms," and invaluable in saving time and labour in detecting mechanical troubles. Its price is £1 5s. and its appearance except for the cylindrical end of the tube is like the instrument which the doctor hangs from his ears and places against our anatomy while we say "ninety-nine." The trade circular says:

The Motor Stethoscope is indispensable to the Motor Industry in general, but, in particular to the large body of owner-drivers possessed of little mechanical knowledge or skill. The device is, in fact, an essential adjunct to all motor vehicles and should be welcomed in garages, repair shops, and other similar works.

The Motorist's Ears.

Just as a physician applies a stethoscope to his patient to ascertain which part of the human mechanism is out of order, so the Motor Stethoscope can be brought into use on motors and other moving mechanism, to quickly discover the seat of trouble. Wherever, in fact, there are moving parts liable to get out of order, the Motor Stethoscope comes into operation and, instead of wasting hours searching for a noisy gear, or loose crankshaft bearing, the Motor Stethoscope may be at once applied to detect the grievance by simply pressing the instrument against the parts to be tested and moving it from place to place until the ear detects the defective location.

Simplicity And Durability.

The device is extremely easy to manipulate, and being simple in construction, coupled with durability, it is practically indestructible, there being no parts which can, by proper use, get out of order.

The Stethoscope may accordingly be relied upon at all times to do its work, and no mechanic working continuously on machinery, having once tested its efficiency and reliability, should fail to adopt the device and look upon it as the most useful article in his mechanical equipment.

Directions For Use.

To use the Stethoscope, simply place the binaural to the head so as to permit the ear tips to enter, and press in a downward slant in the ear. When the ear tips are properly placed in position, the operator will be able to hear only the sounds directly transmitted through the tube from the Stethoscope. To determine the defective part, press the Stethoscope against the object to be tested, moving it from place to place until the spot is found, namely, where the objectionable noise is most intense, this being the centre of the trouble.

For example, to locate a loose Crankshaft bearing, first start the motor, then place the Stethoscope on the Crank Case, starting at the front bearing and working back to the rear bearing. The trouble naturally lies in the bearing where the noise is most intense.

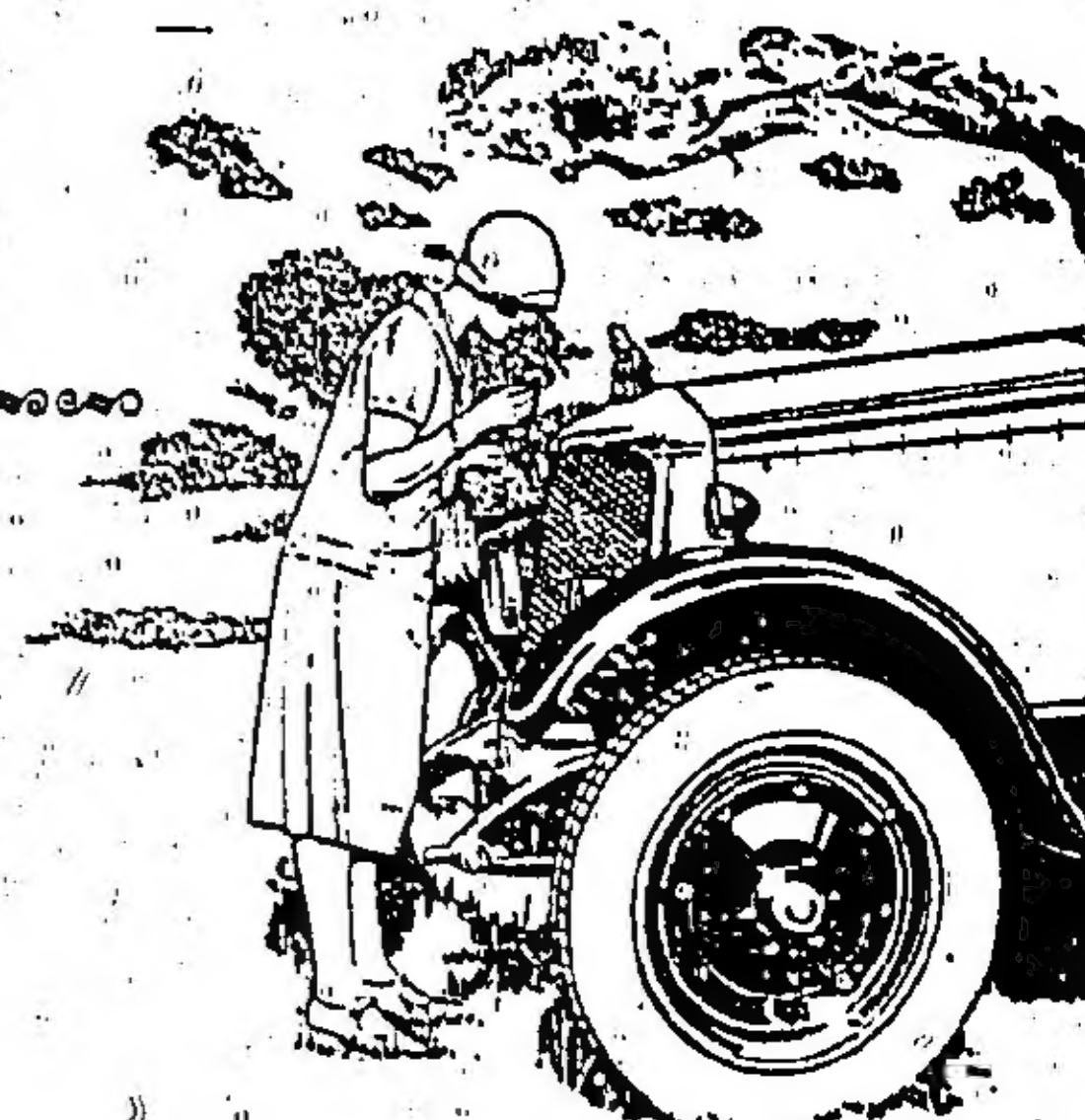
The same method is used in locating Piston slap, or knocks; loose wrist pins, loose connecting rod bearings, or Crankshaft bearings, noisy gears, noisy ball-bearings, squeaks, noisy tappets and rattles of all kinds.

NEW 'BUS SERVICE FOR HONG KONG.

KENNEDY TOWN TO CAUSEWAY BAY.

It is understood that the Hong Kong & Shanghai Hotels, Ltd., are to organise a motor 'bus service between Kennedy Town and Causeway Bay. The route will run along the usual motor thoroughfare through Queen's Road East to Kennedy Town.

The Hotel we understand have placed an order for twenty Vulcan buses from Home, and each vehicle will be capable of seating 35 passengers.



Finishing Touches

Some cars, like complexions, need a constant care—Not so the 18-50 h.p. Six-Cylinder ARMSTRONG SIDDELEY. Built to withstand prolonged hard work in any part of the world this model combines beauty of body with a robust constitution.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

"For Our Way Is Your Way"

and the best way to get the maximum result from the money spent on transport, for business or pleasure, is to invest in an

Austin

Full details of all the models, from Austin "7" Touring and Saloon Model, to the Austin "20"

will be gladly given to all lovers of Cars who appreciate car value, and always insist on the best.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 1a, Chater Road, Telephones: C. 27 and C. 2487.

[A.R.S.]

The Motor Stethoscope



A NEW INVENTION FOR MOTOR CARS AND MOTOR VEHICLES OF ALL KINDS, GARAGES, REPAIR SHOPS, ETC.

PRICE—£1-5-0 POST FREE.

AN INDISPENSABLE DEVICE FOR LOCATING SOUNDS CAUSED BY DEFECTS IN MOTOR ENGINES AND ALL MOVING MECHANISMS.

WRITE FOR FREE TRIAL.

MOTOR SUNDRIES COMPANY,
24-25, Great Russell Street,
London, W.C. 1, England.

MOTERING NOTES (CONT'D.)

KING AMANULLAH VISITS ROLLS-ROYCE.

"I'LL MEET YOU IN KABUL."

The King and Queen of Afghanistan paid a visit to the Rolls-Royce Works during their stay in England. A fleet of Rolls-Royce cars met Their Majesties and their numerous suite at the station and conveyed them to these famous Works. On arrival they were welcomed by Lord Wargrave, Lord Herbert Scott, and a number of others were presented.

A tour of the principal portions of the Works was then made. At the entrance to each department the Royal Visitors and their suite were presented with a card, printed in Persian, describing the work that was going on there, adding greatly to the comfort of everyone, as in some places the noise was terrific. Perhaps the most interesting part of this tour was the Aero Engine Department of the Works, where they were shown one of the latest Rolls-Royce aero engines, which has been designed by Mr. F. Henry Royce to fulfil the special requirements of the Air Ministry as regards great power combined with speed and reliability, for use in the latest types of aircraft by the Royal Air Force. Up to the present the utmost secrecy has been maintained concerning the construction of this engine, which includes many new features in its design.

New Engine Of 500 H.P.

This new engine is of over 500 horse-power, with a bore of 5 inches and stroke of 3½ inches, and has been designed by Mr. Royce with specially reduced "external dimensions in order to present the smallest resistance in flying through the air (one of the most important features in a modern high-speed machine), thus adding materially to the speed of the aircraft into which it will be fitted.

Various completed cars were next shown to King Amanullah, the first one catching his eye being the Special Tourer (Phantom). With its beautiful lines, pale blue body and silver wings, it looked a real thoroughbred, and the King was frankly delighted. To the surprise of everyone, he quickly jumped into the driver's seat, started the engine, and raising his hat to Queen Souriya said, "Good-bye, I'll meet you in Kabul," drove a short distance.

Silver Ghost Armoured Car.

In striking contrast to this delightful car was a grey, sinister-looking Silver Ghost armoured car with a turret containing machine guns, and capable of travelling at 60 miles per hour in spite of its weight. The King inspected this very closely and asked many questions. Queen Souriya entered into an animated discussion with her Royal Husband when the Enclosed Landaulette and Sedan cars were inspected, but time was pressing—the Royal Visitors were already an hour behind schedule—and a move was made to another department.

Lord Wargrave, on behalf of the Rolls-Royce Company, presented King Amanullah with a silver ash tray of the Rolls-Royce Mascot, and Queen Souriya, a silver radiator clock, both engraved with the Royal Arms. In acknowledging these the King said he had made up his mind before leaving Afghanistan to visit the Rolls-Royce Works because he had personally driven Rolls-Royce cars and always understood they were the best in the world. What he had that day seen had confirmed this view.

The King's Interest.

There was no doubt about the very keen interest King Amanullah took in all he saw; he asked many questions and was obviously loth to leave some of the more intriguing manufacturing and testing processes through which both the chassis and aero engines produced at these Works pass. During their stay in England Their Majesties made considerable use of Rolls-Royce cars, and the King having already owned and driven them for many years in his own country, was naturally interested in their make and greatly struck by the meticulous accuracy in the construction of the numerous parts.

When leaving the King and Queen and their suite were driven through the main thoroughfares of the Works, which were lined with the skilled workmen and employees of the Company, who gave them a very warm-hearted reception. The beauty and graciousness of Queen Souriya, who throughout the tour displayed as much interest as her Royal Husband, delighted everyone.

MOTOR KING LIVING IN POVERTY.

MR. DAVID BUICK CANNOT AFFORD A MOTOR-CAR.

COURAGE OF 74.

New York, May 14th. Mr. David Buick, the man who founded the Buick Motor Company, is living in Detroit in obscurity and comparative poverty, writes a special correspondent of the *Daily Express*. His name is on the radiators of more than 2,000,000 motor-cars in all parts of the world, but he cannot afford a car himself.

He is now nearly seventy-four years old, and earns a meagre living as an instructor in the Detroit School of Trades.

"I've got to keep on working, or starve," he said to me when he told me his story.

David Buick was born in Scotland and brought to the United States as a baby. When he was forty years old he was a maker of plumbers' supplies, with a small factory outside Detroit. Cost of horse transport made him turn his attention to motor. He developed a valve-in-head motor which aroused the interest of Mr. W. C. Durant, and in 1903 the pair organized the Buick Motor Company.

"Those were busy days that followed," said Mr. Buick. "For seven years I didn't have a Sunday or a holiday off—not even Christmas or Fourth of July. I worked twelve, sixteen, eighteen hours some days—lots of days."

So far his story is like the other stories Detroit tells, but in 1910 disaster came. His health gave way completely, and he was compelled to give up work and go to California. In the hard times that followed he sold the stock he held in the company. If he had it now it would be worth many millions of dollars.

"Not After Charity."

"I've been to practically every one of the friends of the old days—millionaires now, every one—and asked for a job," he said, "and none of 'em had anything for me. I'm not after charity or pity. I'm still strong and able. But you know, it's kind of hard for a man of my age to be uncertain about the future. I've got to have a job."

On the door of Mr. Buick's office is a motto. "No trials, no triumphs." He does not repine, nor does he regard himself as a failure.

"Success," he said, "is mostly hard work. It's work and it's stick-to-it-iveness. You've got to keep at it all the time—can't ever look at a clock."

"I'm not worrying. The failure is the man who stays down when he falls—the man who sits and worries about what happened yesterday, instead of jumping up and figuring what he's going to do to-day and to-morrow. That's what success is—looking ahead to-morrow and forgetting the past."

"I'm not feeling sorry for myself. Why should I? I've got to keep working, of course. I haven't got a thing but this job; but I'm not worrying. I can take care of myself."

SPEED OF THE MODERN COACH.

RIDICULOUS LEGAL LIMIT!

The really important point in connection with the complaint that the speed of motor coaches exceeds the 12 miles per hour allowed by the Act of 1903 is that motor coaching is proving itself to be one of the most popular means for transport and recreation that have yet appealed to the public, and at this advanced stage of development it would be quite impossible to put a severe curb on coaching activities without causing a tremendous amount of hardship to many thousands of operators besides restricting public enjoyment and causing inconvenience.

The coach much more with the times. With the increasing state of congestion of our roads, particularly at holiday times, a slow-moving vehicle which could not keep up with the general flow of traffic, or was not permitted by law so to do, would prove a far greater danger and cause of obstruction than one capable of running at good average speeds comparable with those of the private car.

The modern coach, says *The Commercial Motor*, is a marvel of engineering design. It may be capable of high speeds, but it is also, practically as easy to control as a private car. In the majority of cases it is equipped with power braking, and can be brought to a standstill in a distance which would put many smaller vehicles to shame.

The attitude of the politicians who long ago decided to proceed very carefully in the imposition of any restrictions upon coaching calls for support. There is no need to harp upon the old subject of the coach being the poor man's motor-car, but it is desirable to point to the probability that any restrictions upon this means for transport would affect far more people than similar restrictions upon private cars.

80,000,000 CARS IN U.S. BY 1998.

POPULATION TO GO UP TO 240,000,000 IN 70 YEARS.

ONE CAR TO EVERY THREE PERSONS.

Detroit, Mich., May 3rd. Eighty million cars will be in use in the United States seventy years from now.

That is the way that R. H. Grant, vice-president of the Chevrolet Motor Company, replies to those who question him about the mythical saturation point. He points out that there are 23,000,000 cars in the United States to-day.

"Careful investigators estimate the population of the country will double in seventy years—will reach 240,000,000," he says. "Figuring on the Los Angeles ratio of one car to every three people, it is fair enough to believe that we will have 80,000,000 cars in use by 1998."

Ford officials announced last week that their plants had reached a steady production of 1,200 cars daily.

Besides the Detroit plants and the three assembly plants which have been working since December, the plants at Chicago, Kansas City, Louisville and Norfolk, Va., have started at St. Louis, Seattle and Chester, Pa., went into production, and next week we will see Dallas, Tex., Minneapolis and Somerville, Mass., operating.

Payroll Is Up.

Employment figures at the Ford plants in Detroit indicate that he is now working only a few thousand men less than he did during his peak years in 1921 and 1923.

George Graham, assistant to the president of the Willys-Overland Company, has announced that the Toledo factories of the company are nearing capacity. Production during February exceeded the 1,500 per day mark set. Last week there were 17,500 men on the payroll in Toledo alone.

Figures on Star production were reported increasing, although the totals were withheld.

In the face of this heavy production by the manufacturers of the cheaper priced cars, sales, showed a fair increase in February, but dealers reported less new cars on hand than during any previous February in history.

Used Cars Move.

Preliminary reports showed used car sales also slightly better than during the same month last year.

Dodge Brothers, Inc., is offering a total of \$20,000 in prizes for the best slogan that describes the performance of the Victory Six. There are a total of 708 prizes. Slogans (Continued on next column).

MOTOR TRANSPORT IN KUEICHOW.

GOOD BUSINESS EXPECTED FOR NEW COMPANY.

Kueichow, Kwei, May 18th. The Kueichow Transport Company has recently been organized. (Continued on next column).

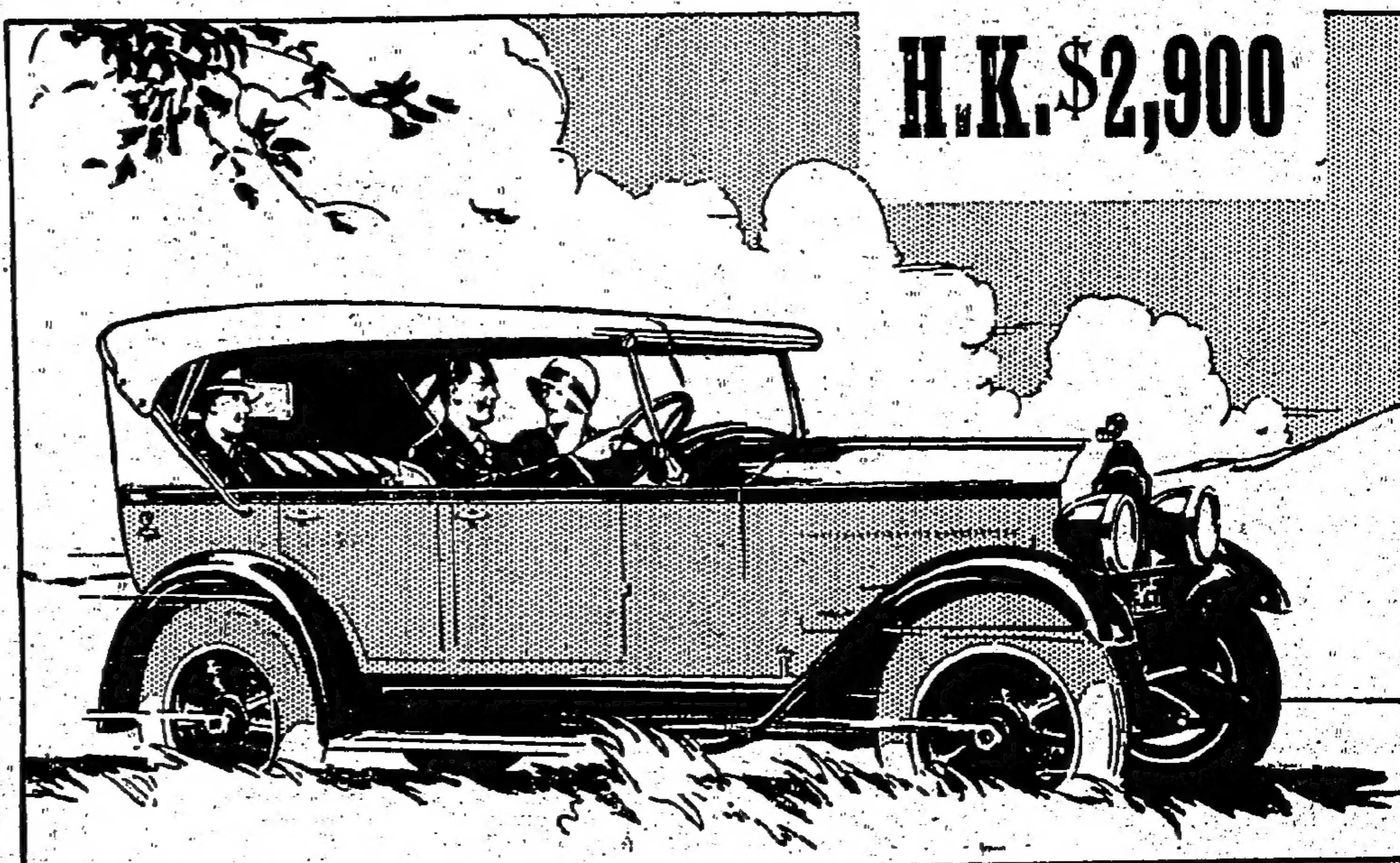
will be accepted during the month of March only.

Henry Krohn, one of the best known sales managers in the industry, has resigned from the Graham-Paige Company. Krohn entered the service of the Paige company eighteen years ago. He decided that he would make a better automobile salesman than a clothing salesman and calmly walked into the Paige factory and announced to the then president, Harry M. Jewett, that he was going to sell Paige cars. He built the sales organization from nothing to 2,500 dealers during that time.

apparently under official auspices, for passenger and goods traffic by motor along the newly-constructed motor roads in the province, and it has published a tentative tariff somewhat as follows:—Passengers, 1st class (in cars carrying not more than eight persons) per li 3½ cents; 2nd class (in cars carrying more than eight persons) per li 2½ cents. In each case, hand luggage of less than 20 catties is free, but for more than that weight double the goods rates. Outside limit, 70 catties; bulky parcels refused. Goods by other than passenger-cars, 10 li 20 cents for 100 catties.

This does not appear to be at all unreasonable as compared with present coddle rates, taking all things into account, and good business may be fairly looked for. The company states that business will be started very soon.—*North China Daily News*.

HONG KONG acclaims the New WILLYS-KNIGHT SIX



When a new car is received with an unusual degree of interest, such as has been accorded the new low-priced Model '56' Willys-Knight Six, it is a sure sign that it offers features worthy of the investigation of every motorist.

The enthusiastic interest of our many visitors has proven what we have always believed—that great numbers of people have long desired to own a Knight-engined car, and have been awaiting the advent of such a car in a lower price range.

The Willys-Knight '56' now offered in the same price class with many ordinary poppet-valve sixes has all the quality and fine equipment features long associated with the Willys-Knight name. It makes available to thousands of new buyers the important advantages of the patented Willys-Knight double-sleeve engine—its velvet smoothness, quiet power, quick starting and simple, trouble-free design—at the lowest price in Willys-Knight history!

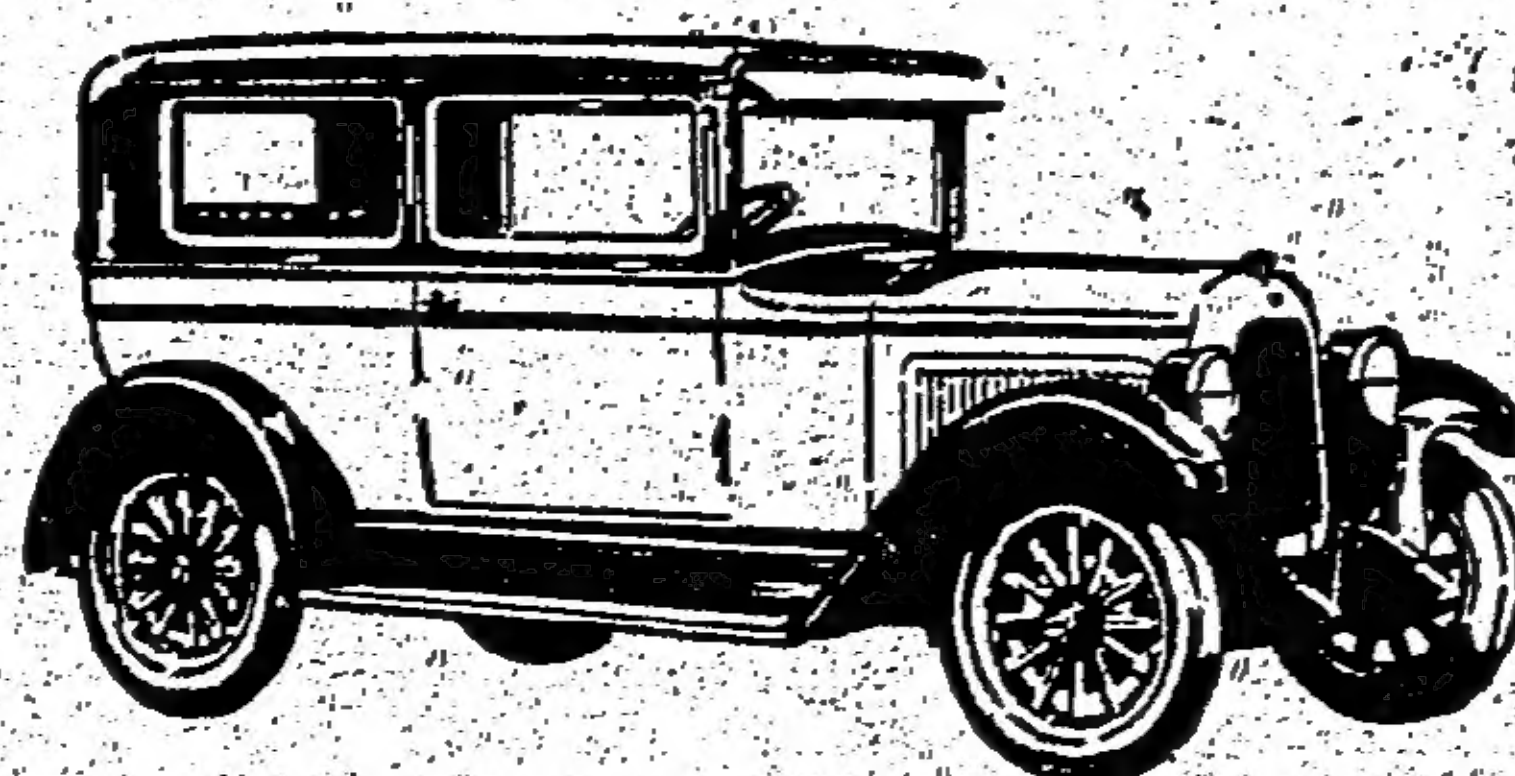
Those who purchase this new car are once and for all emancipated from most of the annoyances common to poppet-valve motors. No more lay-ups for valve-grinding. Carbon never a nuisance. Fewer parts to keep in adjustment. Positive, gliding action instead of the noisy uneven shock and quiver of cams and springs.

The quiet engine denotes correct mechanical action with a minimum of wear—unusually trouble-free performance and long years of life. This car's 45-horsepower double-sleeve Willys-Knight engine offers all these advantages, as well as the efficiency of high compression with ordinary petrol.

Visitors to our showrooms have been quick to appreciate the graceful sweeping lines of the Willys-Knight Model '56', its richness of colour, its high artistry of finish, its spacious interiors, its tasteful appointments.

Other features which have attracted attention are the wide, deeply cushioned, form-fitting seats—the Sedan's adjustable front seat—the adjustable steering post—the new type foot-operated light dimmer on the toe-board near the clutch pedal—the positive, mechanical-type 4-wheel brakes—the easy steering—the convenient "remote" type door controls—the thermostat, air cleaner and oil rectifier.

May we suggest that you take the first opportunity to come in and see this new car?—Also the most recently arrived models of the larger '70' Willys-Knight Six and Great Six. It will be our pleasure to show you any of these cars and to take you for a demonstration drive.

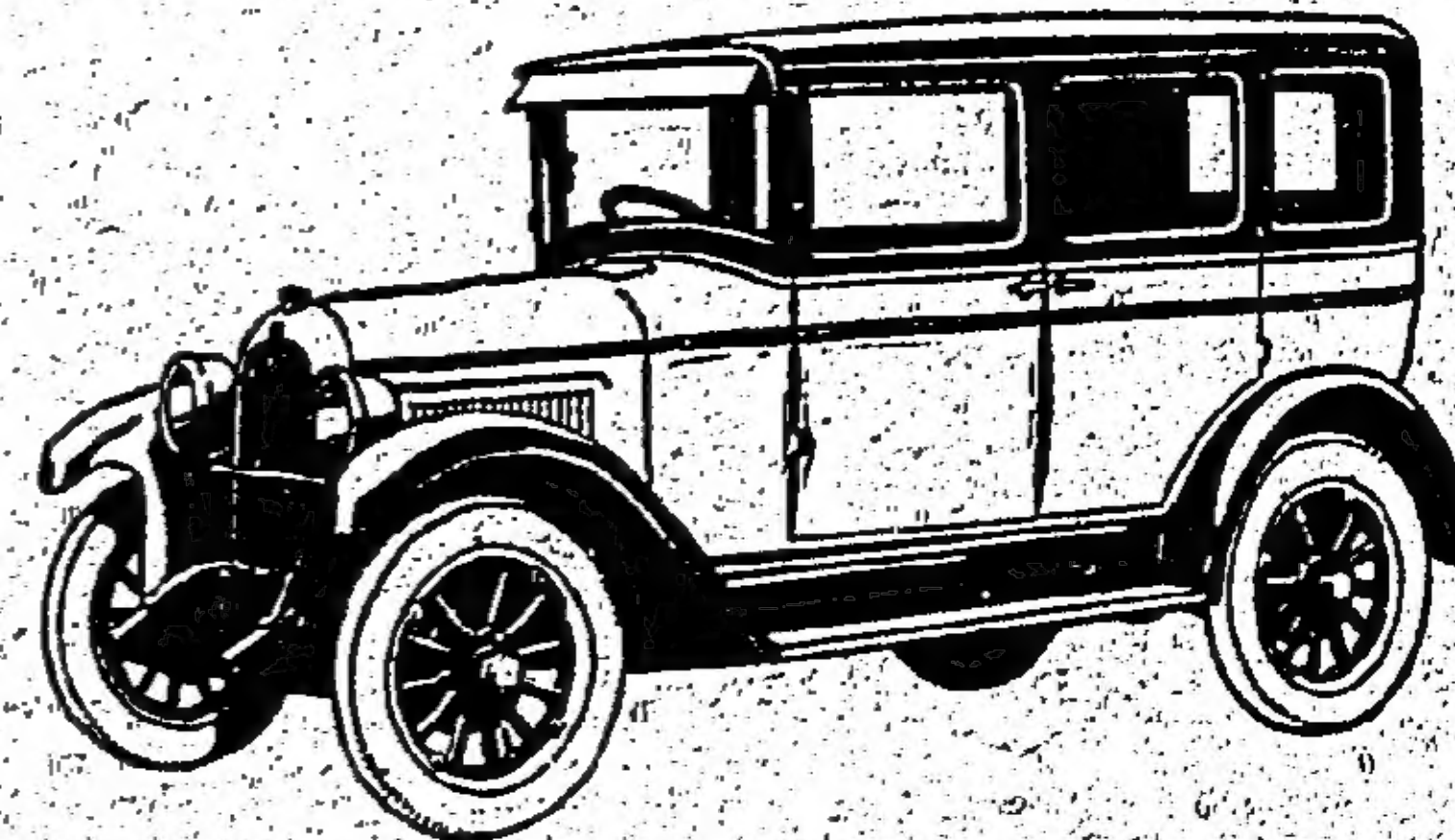


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Pres. Lincoln, Tues. July 31st Pres. Cleveland, Tues. Aug. 7th

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Pres. Jackson, June 19th, 6 p.m. Pres. Jefferson, July 7th, 6 p.m.
Pres. Taft, June 23rd, 6 p.m. Pres. Grant, July 17th, 6 p.m.
Pres. McKinley, July 3rd, 6 p.m. Pres. Lincoln, July 21st, 6 p.m.

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AUSTRALIAN SHIPPING STRIKE.

VOLUNTEERS COME FORWARD.

EARLY END LIKELY.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, June 11th.

The seamen and stewards who came out on strike in support of the prolonged stand of the cooks against ship-owners are likely to return to work. The collapse of the strike looks imminent owing to the response to the call for volunteers.

At a meeting of the Seamen's Union, the Stewards' Union and other Labour Committees it was decided to telegraph to the Secretary of the Cooks' Union at Sydney, strongly suggesting the immediate resumption of work as the position is more than critical. Advice Rejected.

MELBOURNE, June 12th. The Sydney cooks have rejected the telegraphic suggestion that the men should be instructed to resume. Victoria seamen have decided not to man ships on which the cooks have struck or vessels in which non-Unionists are employed. Seamen have obstructed volunteers wishing to sign on, but nevertheless an early collapse of the strike is anticipated.

THE PHOSGENE GAS DISASTER.

GERMANY'S INDUSTRIAL QUOTA.

A DIFFICULT QUESTION.

[THROUGH REUTER'S AGENCY.]

LONDON, June 11th.

The recent disastrous explosion of phosgene gas at Hamburg, in which many German residents lost their lives, and others were taken seriously ill, was again the subject of questions in the House of Commons to-day.

Sir W. H. Dawson (Cons.) sought information regarding the right of manufacture, and he was told by the Rt. Hon. G. Locker-Lampson, the Under-Secretary for Foreign Affairs, that under the Versailles Treaty, Germany was forbidden to manufacture phosgene for war purposes, but the manufacture of phosgene for industrial purposes was allowed, up to a maximum of nine tons daily.

Sir W. H. Dawson declared that such an amount was enough to poison the whole world after a few months making, and asked how the Government could distinguish between industrial and war phosgene. Mr. Locker-Lampson replied that if there existed any suspicion the League of Nations was entitled to institute an enquiry.

MOTOR-CARS OR BABIES?

DEAN INGE'S WARNING TO YOUNG PEOPLE.

The Government is taking the pick of the working classes and educating them at the expense of the ratepayers to enable them to take the bread out of the mouths of the sons of professional men, said Dean Inge at Oxford recently. There is no question that the upper middle classes are the cream of the community.

It is a dangerous symptom that these classes are dwindling, while the inferior stocks are increasing very rapidly. One cause of this is that the poor man has an unpaid drudge as his wife and he begins to earn his full wage very early. A further cause is the improved status of women, who do not wish to sacrifice their whole life for children.

My appeal to young people is: Do not, for the sake of a motor-car, which perhaps you could not afford otherwise, deprive yourselves and the country of children.

There is a great deal of selfishness in this matter, and it is growing. It is what I call "the bungalooid system." Young couples settle down in tiny houses with no spare rooms and take care to have no children. That is not the way to do one's duty to the next generation.

SIDE-VALVE OR O.H.V.?

Which type of four-stroke engine is the more popular—side-valve or overhead valve? A few years ago there were about ten side-valves to every one overhead valve. Now, however, O.H.V.'s are becoming exceedingly popular and there are indications that before long they will out-number side-valves on the road.

A proof of this may be found in the Ariel production figures. Last year the output consisted of 55 per cent side-valves and 45 O.H.V.'s. To-day the O.H.V. percentage is 60 and the side-valve 40. And next year!

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

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FISH THAT REASON.

BUZZ ANSWERED FOR DINNER.

LICKING ITS LIPS.

Instances of fish which have learned to associate signals such as the sound of a buzzer and a slight rise in the temperature of the water around them with the serving of dinner and to respond to them are given by Mr. H. O. Bull in the *Journal of the Marine Biological Association*.

It was shown by tests conducted in the Plymouth Aquarium some years ago that fish can be trained to associate the sound of a submerged buzzer with the introduction of food. The results of Mr. Bull's experiments are even more remarkable.

For one of them a blenny, a small fish which in an aquarium likes to make its home in a jar, was chosen. The temperature of the water was slightly raised and 15 seconds later a worm was dropped into the tank.

At first the fish left its jar only on seeing the bait; before long it responded immediately to the stimulus of the rising temperature, and finally an increase of only 0.4 degrees centigrade was enough.

Not only did the fish come out of its home very rapidly and eagerly but it also made very noticeable jaw movements, as though in anticipation.

Looking For The Worm.

Another specimen of this common shore fish was taught to respond to a change in the salinity of the water around it of 3 parts per 1,000—a change so slight that the most sensitive human palate could not detect it.

After 20 associations between the sound of a tuning fork and the introduction of a worm into a bottle one fish was taught to enter the bottle and wait until food was given. Vibrations from the same tuning fork transmitted through a telephone had no effect on the fish. To one fish a buzzer seemed to make no appeal.

A fish in an aquarium in a darkened room learned to respond to the switching on of a light. A worm was introduced after a short interval. On the seventh day, a few seconds after the light appeared, the fish, which was at first motionless, swam to the feeding place and remained there looking upwards at the spot where the worm was introduced.

It was finally taught to enter a food bottle when the light was turned on.

"HIDEOUS NOISE" OF MOTOR-CYCLES.

JUDGE'S COMMENTS IN AN APPEAL.

A King's Bench Divisional Court dismissed an appeal by Mr. Sidney James Jeffries, of Loudwater, Buckinghamshire, against a conviction by the Chipping Wycombe magistrates for not having an efficient silencer on his motor-cycle.

Mr. Lever, for Mr. Jeffries, said that his machine was fitted with a standard pattern silencer, and he contended that this was not the fault of the silencer, but of his bad driving. The noise was due to rapid acceleration which the silencer could not reduce.

Lord Hewart: Perhaps it accounts for the terrible noises we hear to-day.

Mr. Justice Shearman: I do not think that the law is generally enforced against silencers on these machines sufficiently. They make a hideous noise.

Mr. Lever: I am afraid that this silencer is getting a bad advertisement from the Bench, which I submit is not justified.

The court held that the questions before the justices were questions of fact on which they were competent to decide. No question of law, that the court could see, was involved.

SWALLOWED OVER 200 NAILS.

MENTAL PATIENT'S "CURE" FOR IMAGINARY DISEASE.

An inquest was held at Whittingham on May 18th on a man who was stated to have swallowed 243 buttons, 483 small stones, 210 nails of various sizes, and two or three pieces of silver paper at Lancashire County Mental Hospital where he had been a patient since 1924.

Dr. Grant, deputy medical superintendent, said death was caused by perforation of the stomach caused by swallowing nails; and in answer to the Coroner's questions said: "Many of these people have delusions about their insides and imagine they have serpents, worms, or a ball of fire, and it is just their insane way of treating it. They believe that by swallowing these they can cure the disease."

Evidence was given that the man never complained of pains in the stomach until he collapsed on the day he died, and he had never been seen swallowing any articles.

A verdict that death was caused by perforation of the stomach through swallowing nails, while the man was of unsound mind, was given. The Coroner remarking that he did not think the man meant to commit suicide but acted rather, as the doctor suggested, for his own good.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 12th.			
	Previous Day	On 12th	At Date
	at 3 p.m.	6 a.m.	3 p.m.
Barometer...	29.57	29.44	29.48
Temperature...	83°	77°	84°
Humidity...	84	86	71
Wind...	SE	SE	NNE
Direction...	SE	SE	NNE
Force...	3	3	1
Weather...	0	0	0
Rain...	0.20	0.00	1.78
Highest open-air Temperature, 11th:—			
Lowest open-air Temperature, 11th:—			

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Qualls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From June 13th to 19th, 1928.			
HIGH WATER.		LOW WATER.	
Day of Month	Time	Day of Month	Time
Wed. 13	5 55 a.m. 5 11 p.m.	Thur. 14	6 25 a.m. 5 02 p.m.
Thur. 14	6 25 a.m. 5 02 p.m.	Fri. 15	6 57 a.m. 4 43 p.m.
Fri. 15	6 57 a.m. 4 43 p.m.	Sat. 16	7 23 a.m. 4 20 p.m.
Sat. 16	7 23 a.m. 4 20 p.m.	Sun. 17	7 51 a.m. 3 55 p.m.
Sun. 17	7 51 a.m. 3 55 p.m.	Mon. 18	8 17 a.m. 3 29 p.m.
Mon. 18	8 17 a.m. 3 29 p.m.	Tues. 19	8 43 a.m. 3 03 p.m.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM U.S.A.

THE Motor Vessel "FORRESBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, where Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th June, 1928, will be subject to Rent. All Claims against the Vessel must be presented to the Underwriter on or before 22nd June, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents. Hong Kong, 9th June, 1928. [6367]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE.

CONSIGNEES per Co's Steamer "RHEINROD" are hereby notified that the Cargo will be discharged into H.K. Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at H.K. Wharf. The Cargo will be ready for Delivery from Godown on and after 11th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [6363]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "MENTOR" are hereby notified that the Cargo will be discharged into H.K. Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at H.K. Wharf. The Cargo will be ready for Delivery from Godown on and after 11th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [6363]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, where Delivery may be obtained.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th June, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 22nd June, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th June, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 22nd June, 1928, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [6363]

NOTICE TO CONSIGNEES.

"ELDERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF TOKIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, where Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th June, 1928, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before 22nd June, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents. Hong Kong, 9th June, 1928. [6369]

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "SANTHA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 18th June, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO. Hong Kong, 11th June, 1928. [6359]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "TAKABA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 15th June, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master. MACKINNON, MACKENZIE & CO. Hong Kong, 8th June, 1928. [6356]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship "HINDENBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th June, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 16th June, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter. JEBSEN & CO., Agents. Hong Kong, 11th June, 1928. [6364]

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motor Vessel "SIAM" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th June, 1928, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Aulsebrook on 18th June, 1928, at 10 a.m.

All Claims against the vessel must be presented to the Underwriter before 21st June, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents. Hong Kong, 11th June, 1928. [6365]

SERVICE TO READERS.

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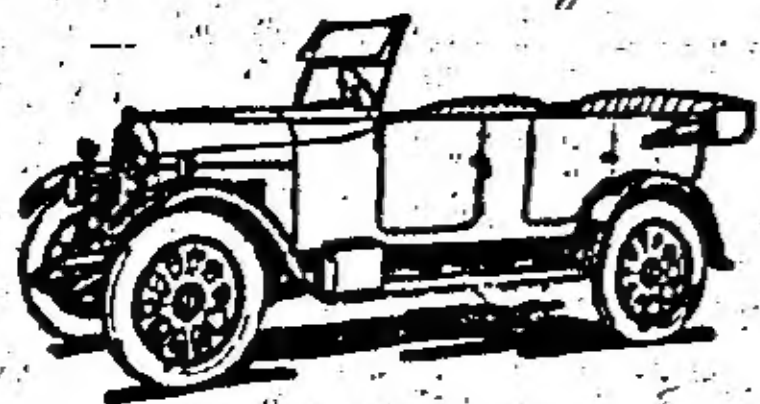
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SHANGHAI & SHANGHAI	"KURICHOW"	On 15th June	4 p.m.
SHANGHAI & SHANGHAI	"SZCHUEN"	On 16th June	8 a.m.
SHANGHAI & SHANGHAI	"KANCHOW"	On 17th June	8 a.m.
SHANGHAI & SHANGHAI	"ANKING"	On 17th June	9 a.m.
SHANGHAI & SHANGHAI	"TEAN"	On 17th June	10 a.m.
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SHANGHAI & SHANGHAI	"SUNNING"	On 18th June	6 a.m.
SHANGHAI & SHANGHAI	"NINGPO"	On 20th June	Noon
SHANGHAI & SHANGHAI	"CHENAN"	On 21st June	6 a.m.
SHANGHAI & SHANGHAI	"CHIFANG"	On 23rd June	9 a.m.
SHANGHAI & SHANGHAI	"ANTUNG"	On 24th June	1 p.m.
SHANGHAI & SHANGHAI	"KWANGCHOW"	On 24th June	1 p.m.
SHANGHAI & SHANGHAI	"YINGHONG"	On 25th June	Noon
SHANGHAI & SHANGHAI	"SHANTUNG"	On 25th June	6 p.m.
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"CITY OF OSAKA"	Via Suez Canal	13th July
"DARDANUS"	Via Suez Canal	27th July
"CITY OF EVANSVILLE"	Via Suez Canal	10th August
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ARRIVALS.

June 11th

Antenor, British str., 11,134 tons, Capt. J. G. Reynard, from Shanghai, which port she left on June 8th, with a general cargo, lying at Holt's Wharf, B. & S. Kueichow, British str., 1,220 tons, Capt. A. F. Summerfield, from Tongku and Swatow, with a general cargo, lying at buoy No. B21.—B. & S. Linan, British str., 1,350 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S. Surat, British str., 2,382 tons, Capt. Geo. L. Porter, from Calcutta, which port she left on May 27th, with 4,033 tons of coal, lying at buoy No. B55.—Bank Line. Tyndarus, British str., 7,178 tons, Capt. Wm. Christie, from Tacoma and Kobe. The latter port she left on June 7th, with flour and general cargo, lying at buoy No. A8.—B. & S.

June 12th

Anking, British str., 2,078 tons, Capt. C. P. Cole, from Amoy, with a general cargo, lying at buoy No. B12.—B. & S. Chung King, Chinese str., 240 tons, Capt. Leung Raing, from Kwong Chow Wan, with a general cargo, lying at Saikong Wharf, Hong On S.S. Co. Cremer, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on June 7th, with a general cargo, lying at buoy No. A10.—J.O.L.L. Hengam, Chinese str., 1,055 tons, Capt. H. C. Eriksen, from Bangkok and Kohichang. The latter port she left on June 4th, with rice and meal, lying at buoy No. C43.—Chin Seng Hong. Niam, Danish motor ship, 4,223 tons, Capt. H. E. Fraudsen, from Copenhagen and Aden. The latter port she left on May 23rd, with a general cargo, lying at Kowloon Wharf, John Manners & Co. Fummo, British str., 1,206 tons, Capt. J. W. Lamont, from Canton, lying at buoy No. C18.—B. & S.

CLEARANCES.

June 12th

Antenor, for Singapore. Cheungshing, for Weihaiwei. Chung King, for Taurine. City of Newcastle, for Manila. Empress of Canada, for Shanghai. Hai Ning, for Swatow. Hang Sang, for Swatow. Hengam, for Kwong Chow Wan. Hengam, for Whampoa. Kueichow, for Canton. Linan, for Canton. Mentor, for Shanghai. Siam, for Takao. Sunkong, for Kwong Chow Wan. Taichun, for Shanghai. Tjikembang, for Muntok. Yunnan, for Shanghai.

SHIPPING MOVEMENTS.

The P. & O. s.s. Kashgar, from Hong Kong, arrived at Marseilles on June 9th at 8 p.m.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.38 a.m.	7.08 p.m.
To-morrow	5.38 "	7.08 "
Friday	5.38 "	7.08 "

PASSENGERS.

Arrivals.

The following passengers arrived on June 12th from London and ports by the s.s. Antenor:—Miss Polinsky, Mr. W. J. Holt, Miss and Miss Pitts, Mr. J. H. Donald, Mr. and Mrs. J. B. Taylor, Mr. Leonard Yates, Mr. O. S. Gubbay, Mrs. and Miss Moodie, Mr. and Mrs. T. Pratt, Miss Pratt, Mr. A. Greese, Mr. R. Careng, Mr. and Mrs. Weiss, Mrs. D'are, Mr. and Mrs. Weeks, Mr. M. Conlon, and Mrs. Humphreys and family, Mr. J. Kasdale, Mr. Winkelman, Contesse Zedtwitz, Mr. A. Kennan.

Departures.

The following passengers left Hong Kong on June 12th per s.s. Tenyo Maru for San Francisco via ports: Mr. H. M. Godfrey-Vaughan, Mrs. G. M. Godfrey-Vaughan, Mr. J. Metoki, Mr. K. Uchida, Mr. E. Kern, Mr. and Mrs. K. Niizaka, Miss T. Niizaka, Master M. Niizaka, Mr. N. Tanaka, Mrs. H. Yoshioka, Mrs. H. Nakamura, Mr. H. Matsuo, Mr. J. Tachikawa, Mr. K. Takashima, Miss M. Vaughan, Mr. and Mrs. D. S. Gubbay, Mr. G. S. Hall, Master E. W. Hall, Mr. D. F. Macfie, Sister Mary Gabriel, Sister Ste. Julienne, Mr. G. Patterson, Mrs. U. Patterson, Mr. Meyer Breslow, Mr. A. L. Ryan, Miss A. Lorenzana, Mr. Hong Chuck Ping, Mrs. Ng Shee, Miss Lock Mee To.

CUNARD TRAVEL CLUB.

OCEAN PASSAGES ON INSTALLMENT PLAN.

New York. An example of the way the potential consumer is coaxed in America is afforded by an adaptation of the installment system to European travel. In this case, for obvious reasons, the instalments are paid beforehand and become cash credits. The Cunard Steamship Company has instituted the Cunard Travel Club. For members of this club who decide to visit Europe a so-called "Budget Plan" has been organised. By arrangement with the principal banks members may pay into a local account a weekly sum of four or five dollars or more. When a sum of 200 dollars (\$200) has been accumulated the depositor may select his tour according to his fancy, and instruct the bank to transfer the money to the Cunard Company. This sum of £20 is equivalent to the fare, Tourist third cabin, to Europe and back. Another six months' saving (at four dollars weekly) will provide the money for a tour ashore in England, France, and Belgium. Other tours can be arranged to Italy, Switzerland, and so on. The idea is still new here, but shows signs of catching on. Besides appealing to people of small incomes, it should also be a boon to parents of students. When harassed by demands for funds for an educational trip to Europe, they have now their answer ready—dollar for dollar—in the Budget plan.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

loading on or about 16th June

For PORT SAID, MARSEILLES, LE HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:	Shanghai, etc.	Continent.
M.S. "Peru"	—	6th July
M.S. "Siam"	—	21st July
M.S. "Danmark"	16th July	21st August
M.S. "Java"	22nd July	27th August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

DODWELL-CASTLE LINE.

FOR BOSTON & NEW YORK AND ATLANTIC PORTS, U.S.A.

T.M.V. "GREYSTOKE CASTLE"

Sailing on the 29th JUNE, 1928.

For Freight and Particulars, Apply to:—

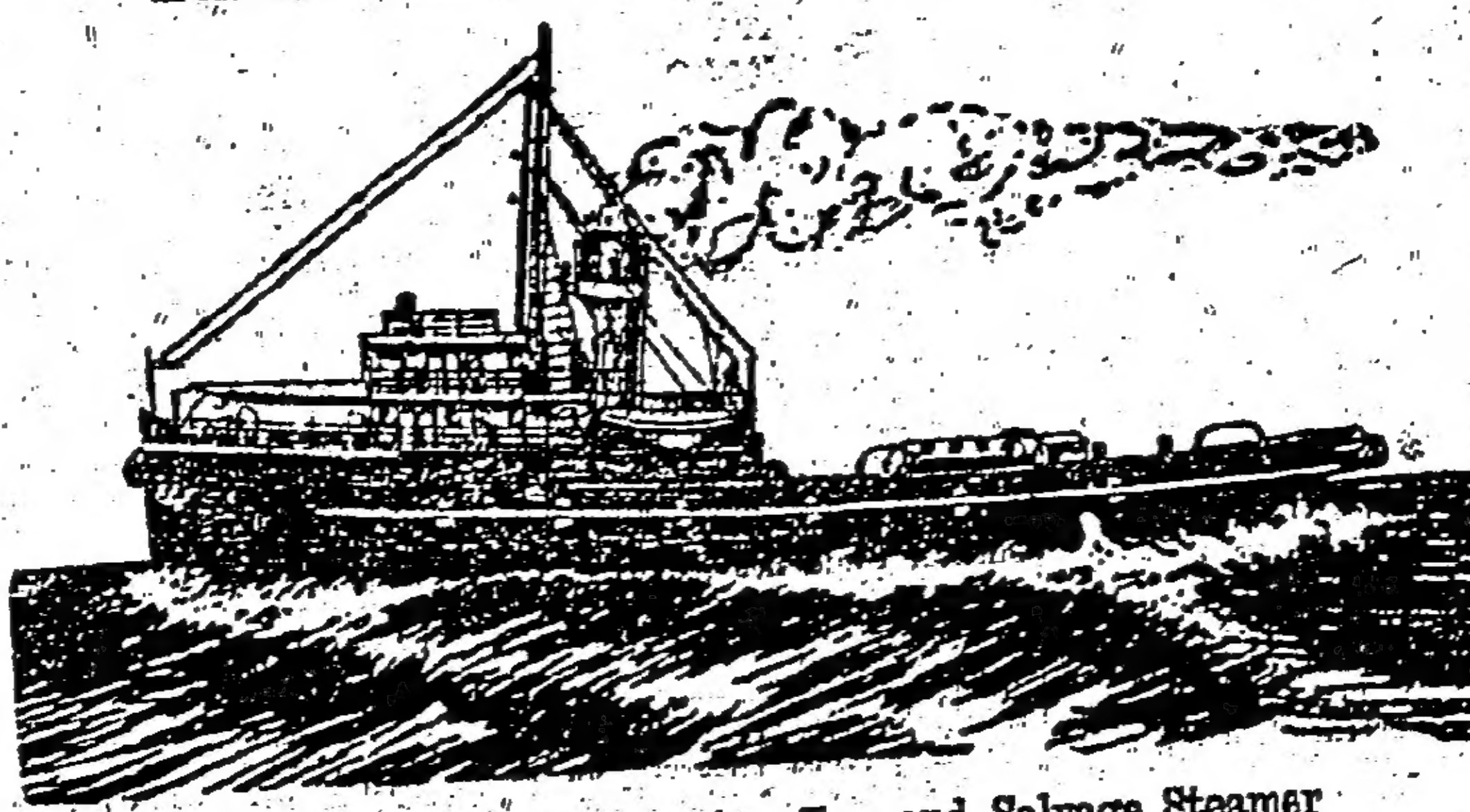
DODWELL & CO., LTD.

Agents.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG. Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "FOOSHING" "CHAKSANG" "WAISEING"	Wed., 13th June, at Noon Sun., 17th June, at Noon Wed., 20th June, at Noon Sun., 24th June, at Noon
OSAKA via AMOY, MOJI & KOBE	"SUISANG" "YUENSANG" "FOOKSANG" "HOSANG"	Mon., 18th June, at 11 a.m. Sat., 23rd June, at 7 a.m. Thurs., 5th July, at 7 a.m. Wed., 11th July, at 7 a.m.
CANTON	"CHAKSANG"	Wed., 13th June, at 8 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Satur., 23rd June, at 3 p.m.
SANDAKAN	"HINSANG"	Thurs., 28th June, at 10 a.m.
TIENTSIN	"CHIFSHING"	Fri., 29th June, at Noon

For Freight or Passage, apply to:—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship	"CARNARVONSHIRE" (via Oran)	21st June
Steamship	"PENROKESHIRE" (via Oran)	12th July
Steamship	"GLENSHANE" (via Oran)	10th Aug.
Motor Vessel	"GLENOGLE" (via Oran)	7th Sept.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"GLENSHANE" (via Oran)	29th June
Steamship	"CARDIGANSHIRE" (via Oran)	9th July
Motor Vessel	"GLENOGLE" (via Oran)	20th July
Motor Vessel	"GLENAMOY" (via Oran)	10th Aug.
Steamship	"CARNARVONSHIRE" (via Oran)	20th Aug.

For Freight, Passage and further Particulars, apply to JARDINE, MATHESON & CO., LTD. AGENTS: THE GLEN LINE, LTD.



Far Eastern Passenger & Freight Service.

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £18. THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON: Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Freight	M.S. "Trave"	departure	18th June (also calling at Antwerp)
Pass.	S.S. "SAARBRUECKEN"	departure	30th June
Freight	S.S. "Ilmar"	departure	11th July
Pass.	S.S. "OJLENZ"	departure	28th July
Freight	S.S. "Grandon"	departure	11th August
Pass.	M.S. "FULDA"	departure	24th August
Freight	S.S. "Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen. Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers) (Freight steamers)

Cabin class	...	Intermediate class
Freight	S.S. "Remscheid"	...	due here	25th June
Pass.	S.S. "COBLENTZ"	...	due here	2nd July
Freight	S.S. "Ludwigshafen"	...	due here	18th July
Pass.	M.S. "FULDA"	...	due here	30th July
Freight	S.S. "Oder"	...	due here	15th August

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4557.

3, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE. REGULAR SERVICE OF Fast High Class Coast Steamers, Sailings subject to alteration without notice.

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Friday	the 15th June, at 3 p.m.
HAICHONG	Tuesday	the 19th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port. For Freight and Passage apply to:—

DOUGLAS LARATK & CO.,

General Managers



TEN THOUSAND MILES

—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPRESS OF CANADA"
13th JUNE, 1928—At 6.00 A.M.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES

£120, £110, £100, £90, £80, £70, £60, £50, £40, £30, £20, £10, £5, £4, £3, £2, £1, £0.50, £0.25, £0.10, £0.05, £0.02, £0.01

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

KOREA MARU (Calla Keelung) ... Tuesday, 26th June

SHINYO MARU ... Tuesday, 10th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KITANO MARU ... Saturday, 18th June

HABUNA MARU ... Saturday, 30th June

SYDNEY & MELBOURNE via Manila & Porto.

TANGO MARU ... Wednesday, 20th June

AKI MARU ... Wednesday, 25th June

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Porto.

KAMAKURA MARU ... Tuesday, 17th July

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU ... Thursday, 14th June

ASUKA MARU ... Saturday, 16th June

LIVERPOOL via Port Said, Genoa & Marseilles

DURBAN MARU ... Tuesday, 10th July

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Monday, 18th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

DELAGOA MARU ... Saturday, 16th June

SEIYO MARU (Moji direct) ... Wednesday, 20th June

BINGO MARU ... Thursday, 21st June

+ Cargo only.

Subject to alteration without notice.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No 292 (Private exchanges to all Depots.)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 21st June, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. York Buildings, Cross Street.

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS IMPROVE.

THROUGH CARGO REMAINS GOOD.

Of the sixteen arrivals and twenty-one departures during the 24 hours ended at 9 a.m. yesterday, nine of the arrivals were British and eight of the departures. The cargoes for Hong Kong showed a heavy increase on the previous day's figures; and although through freights were slightly lower they remained good. British vessels carried a good percentage of the cargo returns.

Local imports discharged from sixteen vessels totalled 15,326 tons, of which nine British ships contributed 10,159 tons. The two best carriers were British vessels. The s.s. Tyndareus a Blue Funnel liner showed the best return with 4,000 tons from Tacoma (Wash.) and Kobe, and the s.s. Surat from Calcutta had 3,635 tons of coal.

Through freights from ten vessels amounted to 24,878 tons and eight British vessels carried 11,324 tons. The two remaining foreign ships were best carriers with 6,834 tons by the s.s. Siam (Danish) from Copenhagen and Aden, and 6,500 tons by the s.s. Hindenburg (German) from Hamburg and Singapore.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	9	8
Japanese	0	4
Chinese	4	6
Danish	1	0
French	1	0
German	1	1
American	0	2
Total	16	21

VESSELS EXPECTED.

American Mail Line.

President Jackson, June 15th.

Australian-Oriental Line.

Upholding, August 7th.

Bank Line.

City of Bedford, June 22nd.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Ephantom, August 4th.

City of Halifax, August 17th.

City of Khior, September 1st.

City of Glasgow, September 23rd.

Ben Line.

Bendoran, June 16th.

British-India and Apcar Line.

Talawa, June 17th.

Tilawa, June 23rd.

Takada, July 3rd.

Taima, July 9th.

Takliwa, July 16th.

Santhia, July 26th.

Casadian Pacific Line.

Empress of Russia, June 25th.

Dollar Steamship Line.

President Hayes, June 16th.

President Pierce, June 18th.

President Taft, June 22nd.

Blue Funnel Line.

Dardanus, June 15th.

Oanfa, June 20th.

Antiochus, June 29th.

Atreus, June 29th.

Glaucus, June 29th.

Heleneus, June 29th.

Proteus, July 3rd.

Lyonon, July 8th.

Philoctetes, July 8th.

Hector, July 11th.

Kingfisher, July 15th.

Rheenor, July 20th.

Achilles, July 21st.

Perseus, July 24th.

Poliochus, July 24th.

Aeneas, July 30th.

Bellerophon, August 9th.

Phenias, August 8th.

Calchus, August 11th.

Automedon, August 17th.

Elpenor, August 22nd.

Tener, August 22nd.

Sarpedon, August 23rd.

Euryptus, September 8th.

Eurylochus, September 9th.

Maehann, September 10th.

Patroclus, September 20th.

Adriatus, October 17th.

East Asiatic Co., Copenhagen.

Malaya, June 16th.

Danmark, July 16th.

Java, July 22nd.

Eastern and Australian Lines.

St. Almas, June 27th.

Arafura, July 9th.

Tanda, August 6th.

Glen Line.

Glenashane, June 29th.

Cardigan, July 9th.

Glenogle, July 20th.

Glenamoy, August 10th.

Carmarthen, August 20th.

Hamburg-America Line and Hugo Stinnes Lines.

Albert Voegel, to-day.

Rhein, June 24th.

Oldenburg, July 7th.

Uarda, July 27th.

Java-China-Japan Line.

Tjimanock, June 16th.

Tjitarom, June 18th.

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DAILY WATERFRONT NEWS.

"ANJOU" RECONDITIONED.

[By LONGSHOREMAN.]

The s.s. Anjou which has been thoroughly overhauled had her compass adjusted yesterday. She now lies at wharf and it is understood that she is to be put on the West River run, under the command of Captain S. Scully.

Stowaways On The "Cramer."

Two stowaways were discovered on board the J.C.J.L. steamer Cramer a day after she had left Singapore for this port. The delinquents were brought before Mr. W. Schofield at the Kowloon Magistrate's Court and were fined \$300 each, the alternative being one month's hard labour.

Atlantic Deck Passengers.

Ten vessels brought 1,121 Atlantic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

MERCHANT VESSELS IN PORT.

The following were the merchant vessels in port yesterday:—

British: Tyndareus, Santhia, Mentor, Kueichow, Empress of Canada, Linan, Surat, City of Newcastle, Lyemooon, Kwahglung, Hung Sang, Hai Yang, Changie, Kanchow, Haining, Newchwang, Mau Sang, Cheong Shing, Chip Shing, City of Chester, New Mathilde, Gorgistan, Sumatra, Taskoo.

Norwegian: Helaa, Prosper, Botnia.

Portuguese: Kong On, King On.

French: Raymond, Poincare, Mano.

Japanese: Daishu Maru, Kinryu Maru, Tenyo Maru, Tanyo Maru.

Chinese: Heng On, Englee, Chung Kong, Dewawongee, Tai Shun, Wong Shek Kung, Poo Yee, Tan On, Hwah Cheng, Derwent, Hung Chow, Tejo, Haimun, Ban Foo Soon, Gen. H. Knox, Man Sun, Hung On, Sun Kong.

Dutch: Hong Kong, Jan, Han-kow, Otto, Tjkenbang.

German: Dorry.

Danish: Clara Jensen, Bintang, Siam.

Peninsular and Oriental.

Rawalpindi, June 21st.

Ranpara, June 22nd.

Mirapora, June 29th.

Novara, June 30th.

Nellore, July 3rd.

Kashmir, July 5th.

Khyber, July 7th.

Kidderpore, July 13th.

Rajputana, July 19th.

Nankin, July 21st.

Nalder, August 2nd.

Kashgar, August 30th.

Morea, September 13th.

Khiva, September 27th.

Macedonia, October 12th.

Malwa, November 9th.

Mantua, December 7th.

Prince Line.

Chinese Prince, June 30th.

Malayan Prince, July 25th.

Swedish East Asiatic Co., Ltd.

Agra, June 15th.

Delhi, June 19th.

